The Mining Journal
AND COMMERCIAL GAZETTE.

No. 176.—Vol. VIII.] LONDON: SATURDAY, JANUARY 5, 1839. [Price 6d.

SHARES IN VALUABLE BRITISH MINES, REVERSIONARY INTERESTS, &c.

MR. C. WARTON'S NEXT PERIODICAL SALE of the above description of property, will take place at the Auction Mart, opposite the Bank of England, on Thursday, January 17, 1839, at Twelve o'clock, and will include SEVERAL VALUABLE REVERSIONARY INTERESTS, also SHARES in MINES of the FIRST CLASS, which are paying large Dividends, and others which are rapidly approaching maturity; also in several SCRIP COMPANIES, more recently formed, and offering great inducements to moderate capitalists.—Particulars are preparing, and may be had, in due time, at the Golden Lion Hotel, Liverpool; the Auction Mart, London, and of Mr. C. Warton, Auctioneer and Estate Agent, 3c, Threadneedle-street, London, by whom sales of every description of Mining Property and Reversionary Interests are periodically effected.

VALUABLE ESTATES, COAL MINES, AND COLLIERIES.

At the Roebuck Inn, Newcastle-under-Lyme, in March next, unless sooner disposed of by Private Contract, of which due notice will be given:

ALL THOSE FREEHOLD ESTATES, situate at and near TALK-ON-THE-HILL, in the county of Stafford, called the Woodshutts and Hollins Estate, and the Harding's Wood Estate, in the parishes of Audley and Wolstanton, containing in the whole about 313 acres; together with the extensive Mines of Coal and Ironstone, and all other mines and minerals under the same, and also under other estates and waste lands therein adjoining, and containing about forty-five acres. On the Woodshutts and Hollins Estate, a most profitable colliery is now open and at work, with markets both by land and by the canal, for any quantity of coals that can be raised. These properties, which are divided into sundry eligible farms with commodious farm houses and buildings, comprise besides a capital Messuage or Mansion House, called White Hall, with spacious offices, and outbuildings, &c., a large and valuable water corn mill; a considerable number of cottages for workmen; large and convenient wharfs on the banks of the Grand Trunk Canal, with railroads; powerful water-engines, and all other machinery and implements for getting and raising coals; weighing machines and offices; carpenters' and blacksmiths' shops; boat docks and canal boats, and everything appertaining to an extensive colliery, in the most complete order. The present get of the Woodshutts and Hollins collieries may be taken at 500 tons a week, and might be easily increased to double that quantity; and the landed property lying at the junction of the New Canal with the Grand Trunk, and intersected nearly a mile by the one, and half a mile by the other, with every convenience for extensive docks, warehouses, &c., presents a most eligible situation for the establishment of any branch of trade. These estates are situate about five miles from Newcastle under-Lyme, three from the Staffordshire Potteries, ten from the principal Cheshire Salt Works, and six from Congleton; and both the great roads from London to Manchester and Liverpool, through Newcastle-under-Lyme, and through the Staffordshire Potteries, pass through the estates; and the former diverges at a point extremely favourable for the erection of a good inn. In every point of view, therefore, a great and rapid improvement may be reasonably expected in the whole of this property.

For further particulars apply to G. A. M'Dermott, Esq., Chesterton; or to Messrs. T. and J. W. Ward, solicitors, Newcastle-under-Lyme.

GLAMORGANSHIRE.

ANTHRACITE COAL AND IRONSTONE.

TO BE LET, ON LEASE, and entered upon immediately, ALL the VEINS of ANTHRACITE COAL, STONE COAL, and CULM, under those Farms, called "Ynysygeinon," "Ynysycl," "Penygraig," and "Penrhiw," situate in the parish of Kilybebill, containing upwards of

SEVEN HUNDRED ACRES.

Two veins have been opened, and worked by level. There is scarcely any Coal Pit Timber required, the roofs being excellent. There is a Railroad belonging to the property, communicating with the Swansea Canal, which is distant about four hundred yards from the Colliery, and from thence to the seaport of Swansea is ten miles.

The CELEBRATED COVIN VEIN of ANTHRACITE COAL lies under this estate, and there is an engine erected over it, and a Pit sunk 35 yards, being more than half of the calculated distance from the vein, by the late proprietor, in consequence of whose death the further prosecution of the works were suspended.

This Coal lies contiguous to, and is undoubtedly the same, as that which Mr. Crane has been using in making the CELEBRATED PATENT ANTHRACITE IRON, the quality of which is considered superior to any now made.

There are extensive Iron Works now erecting in the immediate vicinity of this Colliery, where the Coal from the same veins, under an adjoining estate, are to be applied for the making of Iron. There are also under this estate several

VEINS OF IRON ORE,

of a superior quality, which will be let with the Coal.

There is no situation in the Anthracite Coal district that offers a more eligible situation for the erection of Furnaces than this property. Any quantity of land may be had for that or any other purposes, the same being situated between the River Tawe and the Swansea Canal, the water from which river may be applied to machinery for carrying on the works.

For terms and further particulars apply to Mr. Thos. Thomas, solicitor, Swansea.

MUIRKIRK IRON WORKS.—For SALE, those well-known and recently extended IRON WORKS carried on at Muirkirk, in the county of Ayr, with every capability for the production of pig iron and castings, rolled and hammered bar iron, uses and implements, with all the necessary machinery and apparatus, great extent of power both by water and steam, and the whole in good working condition. They are situate on the banks of the river Ayr, and have waterfalls equal to about 100-horse power, which are supplied at all seasons of the year from large reservoirs. The mineral field is rich and extensive, and amply fitted with pumping and winding engines. The lordships are reasonable, and an abundant supply of excellent materials can be raised and delivered at the works by railway or canal at very moderate rates. The accommodation for managers, overseers, clerks, and workmen, is very complete. The farm consists of about 175 imperial acres, the greater part of which is well drained and highly improved land, and there is a large extent of buildings for agricultural and dairy purposes.

For further particulars application may be made to Mr. Matthew Cruickshank, 26, George's-square, or to Messrs. Moncrieff and Paterson, writers, Glasgow; to Messrs. Walker and Melville, W.S., Edinburgh; to Messrs. Crawshay and Co., London; to Messrs. Cowan and Sloans, Ayr; or to the managers of the works, at Muirkirk.—Glasgow, Nov. 22.

STEAM-ENGINE.—TO BE SOLD, by Private Contract, a Ten-horse Iron Condensing Steam-Engine and Boiler, with a pair of 12-inch Pumps, Two Sets of Clacks and Buckets, complete, together with Driving Gear. The Engine and Machinery are nearly new, and have lately been used in executing the contract for the repairs of the Government Dock-yard at Devonport, where they may now (with permission of the Governor) be inspected. The above will be sold on such terms as render them well worthy the attention of any person connected with mines or constructing docks. Immediate possession may be had, and any further information, on applying (if by letter, post paid) to Mr. H. R. Hill, 12, Copthall-court, London; Mr. Thomas Billing, Devonport, or Mr. Churchward, at the Government Dock-yard there, who will show the property.

SOUTHAMPTON DOCK COMPANY.—Notice is hereby given, that the HALF-YEARLY INTEREST of FOUR PER CENT. per annum, computed to the 31st December last, as provided by the Act of Incorporation, will be PAID to the proprietors entitled thereto, at this Office, on Thursday, the 10th inst., and on every following Thursday, between the hours of Twelve and Three o'clock. By order of a Court of Directors.

Southampton Dock Office, 26, Austin-friars, GEO. BOLGER, Clerk.

London, January 3.

*** All shares must be registered previous to the payment of the interest.

PORT OF TYNE ASSOCIATION TO PREVENT THE DESERTION OF SEAMEN.

Amongst the many associations which have been instituted for the protection of property, and the prosecution of crime, it seems most extraordinary that the shipowners have never before united together for the purpose of endeavouring to prevent one of the greatest evils that can befall their property—viz.: the desertion of seamen from their ships, particularly in foreign ports, and more especially the ports of North America.

It will be unnecessary to expatiate upon the advantages to be derived from the formation of this association, as it must be self-evident, that by a determination to make examples, not only of the men who desert their ships, but also of the parties who employ them, the evil will soon cease to exist, at least to any considerable extent. This association also embraces the prosecution of apprentices who desert their employ, or otherwise act improperly—and when it is made known to them that their owners are members, few will have the hardihood so to act as to bring themselves within the pale of its operations, and thus one of the most desirable objects that the promoters have in view will be effected—namely, the prevention of desertion, the forerunner of almost every other species of crime.

The following gentlemen form the provisional committee for 1838-39:—

Mr. George Straker, Newcastle	Mr. Wm. Shepherd, South Blyth
Mr. John Rayne, Newcastle	Mr. T. S. Dobinson, North Shields
Mr. Andrew M'Leod, Gateshead	Mr. W. B. Osmond, North Shields

Mr. Robert Peart, North Shields.

Shipowners desirous of becoming members will please signify the same either to the committee; Mr. John Stoker, the secretary; or Mr. Lowrey, solicitor and notary public, both of North Shields.

North Shields, October 10.

THE PATENT SAFETY FUZE, for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F. R. S., &c. &c.

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, Bickford, Smith, and Davey, Camborne, Cornwall.

SHEFFIELD, ASHTON-UNDER-LYNE, & MANCHESTER RAILWAY.—Notice to the holders of Certificates of Shares.—Holders of Scrip Certificates are requested to forward them to No. 15, Piccadilly, Manchester, or to the Corn Exchange, Sheffield, for examination, when (if found correct) they will be EXCHANGED for SEALED CERTIFICATES, on application at either of the above offices, at any time after the expiration of fourteen days from the time of the scrips having been so left. By order of the directors,

CHARLES THOMSON, Clerk and Secretary.

No. 15, Piccadilly, Manchester, December 14.

STOCKTON AND HARTLEPOOL RAILWAY AND DOCK.—Capital £130,000, in 3000 shares of £40 each. Deposit £10 per centum, as required by the standing orders of Parliament.

DIRECTORS.

Henry Vansittart, Esq., Kirklesham, Yorkshire.
William Thomas Salvin, Esq., Crosdale, Durham.
Gerard Salvin, Esq., Mill Crook, York.
Captain Robert Moses Dinsdale, Newsham Park, Yorkshire.
Captain George Edward Waitz, R.N., Langton Grange, Durham.
Robert Huggins, Esq., Romaldkirk, Yorkshire.
Charles Barrett, Esq., Cockerton, Durham.
Stephen Walton, Esq., Norton Durham.
Richard Dickson, Esq., Stockton-on-Tees.
Thomas Allison Tennant, Esq., do.
John Stagg, Esq., do.
Mr. Cuthbert Wigham, do.
Mr. Robinson Watson, do.
Mr. Andrew Sanders, do.

With power to add to their number.

BANKERS.

The Stockton and Durham County Banking Company.

SOLICITORS.

Messrs. Jackson and Skinner, Stockton-on-Tees, and Messrs. Bell and Steward, 59, Lincoln's-inn-fields, London.

ENGINEERS—Messrs. George Leather and Son, Leeds.

The River Tees, at present the only outlet for the numerous and valuable collieries in the south-western districts of the county of Durham, is at all times difficult of navigation; while the position of Hartlepool, on the contrary, presents extraordinary protection and facilities—ships being able to enter or quit that place with comparative ease and safety, or winds, when not only the Tees, but all the other coal ports on the east coast are closed.

It is therefore intended to construct a short and very easy line of railway, branching from the Clarence Railway in the township of Billingham, to communicate with a new dock, to be formed in or adjoining the Slake at Hartlepool.

The land requisite for the whole works is secured, plans and sections have been lodged, and all other necessary steps taken, to enable the Company to obtain, in the ensuing Session of Parliament, an "Act of Incorporation."

The following estimate of income and expenditure has been made, upon due consideration of well ascertained data:—

	£ s. d.	£ s. d.	£ s. d.
COAL, 400,000 tons			
Railway Dues at ¾d. per ton per mile	10,000 0 0		
Drop Dues at 1½d. per ton	2,500 0 0		
Wharfage Dues at 2d. per ton	3,333 6 8	5,833 6 8	
Harbour or Ship's Dues at 2d. per ton		3,333 6 8	
			19,166 13 4
FISH, 5000 tons			
Railway Dues at 6d. per ton per mile			1,000 0 0
PASSENGERS, 32,000			
Railway Dues at 1s. each way			3,200 0 0
MERCHANDISE, land-sale coal, lead, stone, lime, manure,			
Railway dues			1,100 0 0
			£23,466 13 4
Expenses			6,500 0 0
Net revenue			£20,966 13 4

Application for shares to be made on or before the 12th day of January next, to F. S. Stokes, Esq., 5, Tokenhouse-yard, and Messrs. Foster and Braithwaite, 64, Old Broad street, London; or to Messrs. Jackson and Skinner, Solicitors, Stockton-on-Tees, from any of whom may be obtained a prospectus detailing further particulars, and accompanied with an explanatory map.

Stockton-on-Tees, Dec. 27.

BIRMINGHAM, BRISTOL, AND THAMES JUNCTION RAILWAY.—TO BRICKMAKERS, BUILDERS, &c.—TO BE LET by the Birmingham, Bristol, and Thames Junction Railway Company, A BRICKFIELD, adjoining the high road at Shepherd's Bush, late in the occupation of Mr. Clutterbuck, fit for immediate occupation. It is in good working condition, back grounds, kiln ground, &c., are already prepared, and there are sand houses, stables, and all required conveniences on the premises, together with the necessary mills, barrows, planks, and a large quantity of breeze and ashes. The earth to be let at a royalty; the ashes and implements to be taken at a valuation if required; the field has been in work during some years, with a demand for the bricks equal to its produce.

For terms and particulars, apply to Messrs. Godwin, surveyors to the company, 24, Alexander-square, Brompton.

January 2.

BIRMINGHAM, BRISTOL, AND THAMES JUNCTION RAILWAY.—CONTRACT FOR WORKS.

Notice is hereby given, that the directors will meet at the office of the company, No. 1, Robert-street, Adelphi, at Two o'clock, on Wednesday, the 6th of February, to RECEIVE TENDERS for the execution of the following works:—

CONTRACT No. 6.—Comprising the excavation and formation of the site of the railway from the termination of Contract No. 4, at the southern extremity of Eynham Farm, about eighteen chains north of the Uxbridge Road, to the terminus at the Kensington Canal Basin, a length of about ninety chains, together with bridges under the Uxbridge and Hammersmith Roads, with the galleries in extension of the same, retaining walls, parapet walls, culverts, drains, ditches, fences, and other things necessary to prepare for and execute the foregoing, and for the entire completion of the line, excepting the concreting or ballasting for and laying the permanent way.

The plans, sections, and specifications for the works required, will be ready for inspection at the office of the company, as aforesaid, on and after Saturday, the 26th instant.

The party whose tender may be accepted, will be required to enter into a binding contract accordingly, and to give such security for properly performing it, as the directors may deem it necessary to require, but the directors do not pledge themselves to accept the lowest offer.

The tenders must be delivered at the office, at or before Two o'clock, on Wednesday, the 6th of February, and the parties tendering, or persons authorised by them, must be and remain in attendance at the time of meeting.

By order of the Board of Directors,

Office, 1, Robert-street, Adelphi, Jan. 2. JOHN THOMPSON, Sec.

NORTHERN AND EASTERN RAILWAY.

TO CONTRACTORS AND BUILDERS.

Persons desirous of CONTRACTING for the EARTHWORK and BUILDING for the PORTION of this RAILWAY between Broxbourne and Roydon, a length of about three miles, are informed that the plans, sections, and specifications for the same, may be seen at this office on and after the 15th inst.

Sealed tenders addressed "To the Directors of the Northern and Eastern Railway Company" may be delivered at this office on or before the 11th February next.

The party whose tender is accepted will be required to enter into a bond, with two sureties, for the due performance of the contract, to the extent of 10 per cent. on the gross amount of such contract; and the names and descriptions of the proposed sureties must be set forth in the tender.

The directors will not consider themselves bound to accept the lowest tender.

61, Moorgate-street, Jan. 1. CHARLES ROWCROFT, Sec.

RAILWAY FROM CARLISLE, BY THE WAY OF ANNAN, DUMFRIES, THORNHILL, AND CUMNOCK, TO KILMARNOCK, AND GLASGOW, to connect with the terminus of the Glasgow, Kilmarnock, and Ayr Railway.—GREAT CENTRAL RAILWAY MEETING, held in the Court-House of Dumfries, on Monday, the 17th day of December,

The Most Noble the MARQUIS of QUEENSBERRY in the chair.

Jas. Menteath, Esq., younger, of Closeburn, proposed the first resolution, which was seconded by David Armstrong, Esq., Provost of Dumfries, and unanimously agreed to—viz.:

"That in order to complete the line of railroad from London to Glasgow, it is expedient to ascertain, without further delay, by a parliamentary survey to be executed by a qualified engineer, the practicability and advantages of a railroad from Carlisle, by Annan, Dumfries, Thornhill, Sanquhar, Cumnock, and Kilmarnock, to Glasgow."

The Provost introduced to the meeting Captain Humfrey, of Glasgow, who had been deputed by the Glasgow, Paisley, and Ayr Railway Company to attend this meeting, and who explained to the meeting the views of the company as to the advantages of the western line; and he intimated to the meeting, that the company, as also the Edinburgh and Glasgow Railway Company, was willing to subscribe to the survey.

James M'Alpine Leny, Esq., of Dalswinton, moved the second resolution, which was seconded by Mr. Johnston, younger, of Carnsalloch, and unanimously agreed to—viz.:

"That the expense of such a survey be defrayed by voluntary contribution, and that the inhabitants of the different towns, as well as the proprietors and others along the proposed line and its neighbourhood, be respectfully requested to contribute."

Sir Charles Menteath, Bart., of Closeburn, moved the third resolution, which was seconded by Robert Threshie, Esq., of Mousewald-place, and unanimously agreed to—viz.:

"That the sums already subscribed be immediately collected, and committees named in the different districts to solicit further subscriptions, and to take such other measures as may appear requisite."

General Sharpe moved a vote of thanks to the Marquis of Queensberry, for his conduct in presiding over the meeting, which was carried by acclamation.

(Signed) QUEENSBERRY, Chairman.

ABERDEEN HARBOUR.—TO CONTRACTORS.—WANTED, by the Aberdeen Harbour Trustees, CONTRACTORS to execute above 2340 yards in length of SEWERS or CULVERTS, on both sides of the HARBOUR. These will consist of substantial masonry and puddle work, with a small portion of cast iron, together with the necessary check sluices, tide valves, &c. &c., all agreeably to a plan, section, and specification made out by James Walker, Esq., Civil Engineer, of London, which will be seen at the office of Mr. John Gibb, Waterloo Quay, Aberdeen; who will also furnish intending contractors with a printed form of tender, point out the precise line of the sewers, and give any other information required.

Sealed tenders, marked "Tender for Harbour Sewers," addressed to the Aberdeen Harbour Trustees, to be left at the Harbour Office, Quay, on or before Tuesday, the 29th January next, at Twelve o'clock noon.

Intending contractors must deliver in, along with their tender, the names of two respectable persons, for the approval of the harbour trustees, who are willing to become bound along with them for the due performance of the work.

N.B.—The trustees do not bind themselves to accept of the lowest offer, unless otherwise satisfactory.

Harbour Office, Aberdeen, Dec. 11.

LANDLORDS' AND GENERAL FIRE AND LIFE INSURANCE COMPANY.

Office, No. 36, Old Jewry.

Capital £1,000,000, in shares of £20 each. Deposit £1 per share.

DIRECTORS.

The Right Hon. Stephen Lushington, D.C.L., M.P.

Sir Peter Payne, Bart.	Lewis Celeste Loccene, Esq.
John Butler, Esq.	John Lamont, Esq.
John Bromley, Esq.	George Offer, Esq.
E. B. Butler, Esq.	Thomas Single, Esq.
George Faith, Esq.	John David Stewart, Esq.
James Goldie, Esq.	George Wildbore, Esq.
John George Hammack, Esq.	David Wilson, Esq.

Standing Counsel—H. A. Aglionby, Esq., M.P.

Bankers—The London Joint-Stock Bank, Princes-street, Bank.

Solicitor—Charles Harries, Esq.

No persons are more interested in forming for themselves a well regulated Insurance Company than the owners of houses. Their property constitutes the principal part of a fire insurance business, and as that is subject in most cases to local and general imposts, together with the annual charge of insuring, it behoves landlords in particular to become their own insurers, and to appropriate to themselves all the profits derivable from their own property by an insurance company.

To enable them to enjoy this advantage, it is proposed to establish a Landlords' and General Fire and Life Insurance Company, having a large capital divided into small shares, for the purpose of extending the benefit to as great a number as possible.

Application for the remaining Shares must be made, post paid, to the Directors, at the Company's Office, 36, Old Jewry; or their solicitor, Charles Harries, Esq., 5, New-street, Bishopsgate-street; or at the London Joint-Stock Bank, Princes-street, Bank, on or before the 21st instant.

BRITISH SILVER, LEAD, AND COPPER MINING COMPANY.—At a meeting of the Board of Directors, held this day, it was resolved,—That in order to insure the greatest possible regularity in keeping the accounts, and to avoid that great inconvenience which has hitherto been suffered by bills, &c., having been drawn or accepted by different parties, it is deemed expedient that one person only be authorised to draw or accept bills, or to make any engagements for supplies to the mines, or in any way undertake liabilities for the company; and that such person be the Purser for the time being (the present Purser is P. N. Robinson, Esq., of Nansloe), who shall act only on the orders of the Board, expressed to him by their Secretary.

By order of the Directors,

1, Brazil buildings, Liverpool, Dec. 19. R. SHERATON, Secretary.

REETH CONSOLIDATED MINING COMPANY.

TO THE SHAREHOLDERS.

"BULLMAN AND OTHERS versus THOMAS AND OTHERS."

An Advertisement appeared in the *Mining Journal* of the 29th December, 1838, stating that no such offer as to return the Plaintiffs, and those claiming under them their deposits, had been made; in contradiction to which, the following extract from the affidavit of Mr. Thomas, filed in the cause, is set forth:—"He, this deponent, is ready and willing to take back all such shares in the said Company as are now in the possession of the above-named Plaintiffs, Edward Kenyon Bullman, Benjamin Williamson, and Thomas Lister, or any other person or persons claiming under them, and to reimburse them respectively all such monies as they have respectively paid by way of deposit as shareholders in the said Company." To this may be added, that the Defendants are quite willing to allow such interest (viz. 4 per cent.) as the Court of Chancery would direct; and this offer was made more than once in the Rolls' Court by the Defendant's counsel. The continuation of this suit, whatever may be its results to the contending parties, can only end in the total loss of all interest in the mines, and the amount of the deposits paid upon the shares to the extent they have been issued.

19, Austin-friars, Jan. 2. HENRY TRIBE, Secretary.

REETH CONSOLIDATED MINING COMPANY.—A MEETING of the Shareholders in this Company will be held at the COURT HOUSE, in Leeds, in the county of York, on Monday next, the 7th day of January inst., at Half past Four o'clock in the afternoon, to determine, among other things, A FIT AND PROPER PERSON to be recommended to the Court of Chancery as MANAGER of the Company, in the room and stead of WILLIAM MILLETT THOMAS, and the rest of the Directors, DISCHARGED from their office by the INJUNCTION of that Court, and the best and most effectual means of raising, without further loss of time, a sufficient capital to enable the MANAGER, when appointed, to pay off all the Debts on the Mines, and to carry on the workings promptly and efficiently.

It is highly desirable that all the shareholders should be present, their attendance, therefore, is most particularly and urgently requested.

By order, BLACKBURN and HOPPS.

Leeds, January 2.

N.B.—The creditors of the mines are respectfully requested to forward to us, without delay, a full statement of their respective accounts, in order that the same may be examined and approved.

REETH CONSOLIDATED MINING COMPANY.

IN CHANCERY.

BULLMAN and OTHERS v. WILLIAM MILLETT THOMAS, HENRY TRIBE, and OTHERS.

An Advertisement having appeared in the *Mining Journal* of the 22d of December last, without any signature to it, and the same having been reposted in the *Leeds Mercury* of the 29th of the same month, with the signature, "HENRY TRIBE, Secretary," attached thereto, we are desired by the Plaintiffs to this suit, and by a very large majority of the shareholders in the above Company, as their solicitors, to reply to it.

In the first place, we beg to inform the shareholders that, on the 20th of December last, his Honour the Master of the Rolls granted an INJUNCTION to restrain "WILLIAM MILLETT THOMAS, the rest of the Directors, and HENRY TRIBE, the Secretary, from in any manner interfering with the Property, Assets, and Debts of the said Company; and from in any manner intermeddling with the affairs or concerns of the said Company; and from receiving any sum of Money in respect of Shares; and from assigning, transferring, charging, or parting with any Leases or Grants; and from receiving into their possession any grants or leases under which the Mines are held; and to restrain the said HENRY TRIBE from delivering or parting with to any of the Defendants any of the Books, Papers, Documents, or Accounts of the said Company, or relating to the affairs thereof, or the appropriation or transfer of Shares therein."

After such a decision, we are surprised that HENRY TRIBE, who thereby was discharged from his office of secretary, should have the boldness, as well as impudence, to insert the Advertisement referred to, and attach his name as "Secretary" to the Company. The shareholders, however, will see that he has assumed a position wholly unjustifiable, and one which we have no fear in predicting he will *never regain*. It is not our wish or object at present to enter into any argument with such a person as HENRY TRIBE on the merits of this cause and its probable result; nor should we have been called upon thus to notice his Advertisement, had he stated nothing but facts. He alleges that "an offer was made (by Thomas) to the Plaintiffs, *and all those claiming under them*, to return the deposits received on the shares, which offer was not accepted." And from this he wishes the shareholders to infer (and many have done so) that an offer had been made to return the deposits on *all* the shares disposed of by the Directors. This, however, was not the offer, but the ingenious and cunning Mr. THOMAS did state in his affidavit filed in the cause, "That he was ready and willing to take back all such shares in the said Company as were then in the possession of the Plaintiffs, Edward Kenyon Bullman, Benjamin Williamson, and Thomas Lister, *or of any person or persons claiming under them*, and to reimburse them respectively all such monies as they had respectively paid by way of deposit as shareholders in the said Company." The words, "*any person or persons claiming under them*," obviously mean any person or persons to whom the Plaintiffs, or any of them, had disposed of their own shares, *and such persons* becoming purchasers, would be considered as *claiming title under the Plaintiffs*, and this the inference which was intended to be drawn, that an offer had been made to pay back the deposits on all the shares disposed of, ought not to be entertained. Besides, if the Plaintiffs had accepted the offer, they must have abandoned the suit, and they had too much regard for the rights of the shareholders generally, who look to them for protection, to induce them to accept the advice of the sagacious Mr. THOMAS, and thereby sacrifice the interests of a large number of persons merely to aggrandize themselves.

The late Secretary also says in his Advertisement, that the Defendants have entered an Appeal against the decision of the Master of the Rolls. Our only duty to the shareholders is, that up to this day, the 1st day of January inst. (between three and four days since the judgment was given), we, as solicitors for the Plaintiffs, have had no notice of Appeal, and we are, therefore, warranted in saying that no such proceeding has been taken.

By order,

BLACKBURN and HOPPS,

Solicitors to the Plaintiffs, and to the Committee of the Leeds Shareholders.

Leeds, Jan. 2.

LIST OF NEW PATENTS FOR DECEMBER.

[By Newton and Berry, Chancery-lane, London, and Manchester.]

John Small, Old-Jewry, merchant, for improvements in the manufacture of thread or yarn and paper, by the application of certain fibrous materials not hitherto so employed.

Peter Taylor, Birching Bower, Lancaster, ropemaker and slate merchant, for improvements in machinery for propelling vessels, carriages, and machinery, parts of which improvements are applicable to raising of water.

Ambrose Bowden Johns, Plymouth, artist, for his invention of improvements in colouring or painting walls and other surfaces.

James Hartley, Bishop Wearmouth, glass-manufacturer, for his invention of improvements in the manufacture of glass.

Theodore Cotette, Haymarket, civil engineer, for improvements in extracting the salt from sea or salt water, and rendering it pure or drinkable, and in purifying other water.

John Player, the younger, Loughor, near Swansea, Glamorgan, for improvements in furnaces and fire-places, for consuming anthracite and other fuel, for generating steam, evaporation, smelting, and heating iron and other metals.

William Pontifex, Shoe-lane, London, coppersmith, for improvements in apparatus and materials employed in filtering and clarifying waters and other liquids.

John M'Cardy, Esq., Tonbridge-place, New-road, for an improved method or methods of generating steam, and applying the same to the evaporation and boiling of fluids, which method or methods is or are applicable to steam-engines and other purposes where steam is or may be applied.

Stanislaus Darthez, Austin-friars, London, merchant, for certain improvements in the construction and arrangement of axles, axle-trees, and the naves of wheels for carriages.

John Shaw, Glossop, brass-worker, for his invention of certain improvements in the arrangement and construction of wind musical instruments.

Luke Hebert, Camden-town, civil engineer, for an improved mode or modes of fastening trousers and other parts of dress or apparel, being a communication.

Daniel Chandler Hewitt, Store-street, Bedford-square, professor of music, for certain improvements in musical instruments.

John Chisholm and Marin Hyppolite Bellémois, of Pomeroy-street, Old Kent-road, manufacturing chemists, for improvements in treating massicott, litharge, and other compounds of lead, for the purpose of obtaining therefrom silver and certain other products.

Godefroy Cavaignac, Tavistock-row, Covent-garden, gentleman, for improvements in apparatus for transporting materials for various purposes from one place to another, particularly applicable to road-cutting and embankments.

Thomas Sweetapple, Cottes-hall Mill, Godalming, paper-maker, for an improvement or improvements in the machinery for making paper.

Frederick Neville, Pancras-lane, in the city of London, gentleman, for an improved method or process of manufacturing coke, whereby the sal-ammoniac, bitumen, gases, and other residual products of coal are at the same time separately collected, and the heat employed in the process is applied to various other useful purposes.

Miles Berry, Office for Patents, Chancery-lane, patent-agent, for improvements in the means of and apparatus for manufacturing gaseous liquids, and for filling bottles and other vessels used for holding the same and retaining the contents therein, and emptying the same when required, being a communication.

James Carson, M.D., Liverpool, for a new mode of slaughtering animals intended for human food.

Thomas Robinson Williams, Cheapside, civil engineer, for certain improvements in machinery for spinning, twisting, or curling, and weaving horse-hair, and other hairs, as well as various fibrous substances.

Henry Count de Crony, Picardy, France, now residing at 14, Cambridge-street, Edgeware-road, for certain improvements in filtration, being a communication.

John Alexander Elzear Degrand, Boulevart-du-Temple, Paris, now residing in Paul's-chain, London, civil engineer, for improvements in the production of motive power, and in machinery for applying the same to useful purposes.

James Gardner, Banbury, ironmonger, for improvements in cutting Swedish turnips, mangel-wurzel, and other roots used for food for sheep, horned cattle, and other animals.

Thomas Vaux, Woodford, land-surveyor, for improvements in tilling and fertilising land.

Crofton William Moat, Putney, for an improved mode of applying horse-power to carriages on ordinary roads.

Barclay Farquharson Watson, Lincoln's-inn-fields, solicitor, for improvements in crushing or preparing New Zealand flax (phormium tenax).

Edwin Edward Cassell, Mill-wall, Poplar, for improvements in lamps.

Job Cutler, Lady Pool-lane, Birmingham, gentleman, for improvements in combinations of metals applicable to the making of tubes or pipes, and to other purposes, and in the method of making tubes or pipes therefrom, which improved method is applicable to the making of tubes or pipes from certain other metals and combinations of metals.

James Lees, Salem, near Oldham, Lancaster, cotton-spinner, for an improvement in the machinery for spinning, twisting, and doubling cotton, silk, wool, hemp, flax, and other fibrous materials.

John Hawkshaw, Manchester, civil engineer, for his invention of certain improvements in mechanism or apparatus applicable to railways, and also to carriages to be used thereon.

Benjamin Goodfellow, Hyde, Chester, mechanic, for certain improvements in machinery or apparatus for planeing or cutting metals.

John Roberts, Manchester, machine-maker, for certain improvements in machinery or apparatus for planeing or cutting metals.

John Radcliffe, Stockport, machine-agent, for the application of an improved covering for the rollers used in the several processes of preparing, drawing, slubbing, roving, spinning, twisting, and doubling of wool, cotton wool, flax, silk, mohair, or any other fibrous material or substance, or so many of such rollers as require, or are deemed to require covering for such several processes, or any of them.

Joseph Lambeau, St. Paul's-churchyard, chemist, for improvements in rotatory-engines, being a communication.

Andrew Smith, Princes-street, Leicester-square, engineer, for certain improvements in apparatus for heating fluids and generating steam.

Samuel Parker, Argyle-place, lamp-maker, for improvements on stoves.

Carl Augustus Holtz, Mincing-lane, engineer, and John Barrett, Vauxhall, printer, for certain improvements in printing.

A grant, in pursuance of the report of the Judicial Committee of her Majesty's Privy Council, unto Daniel Stafford, 25, St. Martin's-le-Grand, London, gentleman, for certain improvements on carriages, being an extension for the term of seven years, from the 24th day of December inst., of Letters Patent, granted by his late Majesty, George IV., to the said Daniel Stafford, for the said invention.

SIR JAMES ANDERSON'S STEAM CARRIAGES.

Few people doubt that steam travelling on common roads, which many past experiments have proved to be perfectly practicable, will eventually be carried to such a degree of perfection as to produce a great effect upon the public communications of the country; and it is partly on this account, and partly because whatever concerns the production and application of steam is specially interesting to the people of Cornwall, that we have been careful to insert every notice of Sir J. Anderson's carriage which has come in our way. That carriage seems the most promising thing of the kind at present in progress; and the following letter gives some details concerning it which are deserving of attention:—

"I have this day been present at a trial as to the quantity of steam produced by the boiler of the carriage built by the 'Steam Waggon Company;' and I never saw anything like it. The engines were working at 160 strokes per minute. They are 12 inches diameter, and 14 inches stroke. The quantity of steam produced exceeded 3000 gallons per minute, and the coke consumed was 100 lbs. per hour. I positively could not have believed this, if I had not been a witness to it. The utmost pressure was 40 lbs. to the inch; but it may with equal safety be worked to ten times that pressure. The steam is almost instantaneously produced, and it is of a kind I have but in one or two instances seen. It is a pure transparent vapour, displaying a bright blue colour at the moment of its exit from the safety valve, and it is at all times apparently the same; arising from its being filtered through very fine wire, as it escapes from the water. The carriage proceeds to London, immediately after a few experimental trips, and it will work a great reform in steam."—*Cornwall Gazette.*

Ship-Building.—The ship-builders of Liverpool have seldom, if ever, been so busy as they are at present. All the yards on both sides the Mersey are occupied by vessels, of various tonnage, in process of building; and more frames would be laid down, if the builders could undertake the work. The shipbuilders along the west and the east coast are equally busy, and have frequent occasion to refuse proffered contracts for building vessels. All these circumstances show that the shipping interest is in a very flourishing state.—*Liverpool paper.*

Cost of Railroads.—The cost of the Manchester and Liverpool Railway was 30,000*l.* per mile; of the Dublin and Kingstown, 40,000*l.*; of the French, about 15,000*l.*; and in America from 2000*l.* to 6000*l.*

RATING OF RAILWAYS.

A special meeting of magistrates took place on Saturday last, at the Court-house, Kingston-upon-Thames, for the purpose of hearing appeals made against the poor rates of the different parishes in the division. The most important was one by the directors of the London and Southampton Railway Company against the amount at which they were assessed by the parish of Thames Ditton for that portion of their line of railway which passes through this parish.

Mr. Few and Mr. Reid (the secretary to the company) attended in support of the appeal, and Mr. Jemmett and Mr. Bertrop on behalf of the parish of Thames Ditton.

Mr. Few said the rate in question was made on the 1st of August, 1839, and by it the company were assessed at the sum of 687*l.* 10s., being at the rate of 400*l.* per mile for the portion of the railroad in Thames Ditton parish. The company considered the assessment to have been made upon a principle wholly at variance with the New Assessment Act, and the question involved a most important principle, as to the mode in which works of this description should be assessed. By the act he had alluded to, it was directed that all lands, hereditaments, &c., should be assessed at their net annual value, or at an amount at which they would reasonably be expected to let when certain deductions for repairs, &c., were made. The question then was, as to what rateable property was possessed by the company in this parish? He should contend that the company stood in the double capacity of toll owners and carriers, and that in the former capacity alone they were liable to be rated. By their Act of Parliament any person could run carriages upon their rails, and the company might, if they pleased, withdraw all their carriages from the rails, and let the road to other persons, and all the company could claim would be a certain amount of toll, which was estimated at one halfpenny per mile for each passenger. This, he should confidently contend, was the only property of the company liable to be assessed to the poor rate, and that the parish had no right to look to any other receipts or profits obtained by the company. This point had been clearly laid down in the Court of Queen's Bench in cases of canal and gas companies, which were in exactly the same position as railways. The barges or the freight upon a canal were not rated, but merely the tolls derived from them. In the case of a gas company, where the pipes were estimated at 200*l.* per annum, and the gas in them at 600*l.*, the Court held that the pipes alone could be rated. The parish now sought not only to assess the tolls, but the property of the company, which was entirely contrary to the principle of the New Assessment Act, and solemn decisions of the superior courts.

Mr. A. Morgan, a clerk in the Southampton Railway establishment, was then called, and he deposed, that between the 1st of June and the 30th of November, 25,629 passengers had passed upwards and downwards upon that portion of the railway situated in Thames Ditton parish. He estimated the amount of toll, at one halfpenny per mile for each passenger, for this part of the railway, would amount to 358*l.* 18s. 8d. for six months.

Mr. Jemmett said, the company were empowered to demand 2d. per mile as toll, in the event of letting their railway to other parties, but, for the purpose of getting rid of the rate, they fixed it at the very lowest amount—viz., one halfpenny.

Mr. Few said, they fixed it at an amount at which it might reasonably be expected to let.

Mr. Reid (the secretary) said the company would let the road at that rate immediately, if they could insure the public being well served.

Mr. Reid examined.—By the Act of Parliament any person could travel upon these rails with his own locomotive by paying this toll to the company, just the same as on a canal. From calculations made upon the gross receipts of the company, it appeared that the average charge for conveying passengers amounted to 2d. per mile, which sum was disposed of and accounted for in the following manner:—one halfpenny to the company as toll owners or owners of the road—Government received one-eighth of a penny per mile as duty—the expenses of the establishment, wear and tear, and an allowance of three-eighths of a penny per mile as owners' profit, made up the rest of the 2d. The amount of toll received in the parish of Thames Ditton would amount to about 717*l.* a-year, but he would put it at 800*l.*, and from this sum there would be to be taken the deductions allowed by Act of Parliament. The expense of keeping in good repair the mile-and-five-eighths of railway in the parish of Thames Ditton would amount to 506*l.* per annum. The expense of police for the same distance would be 80*l.* There were other items of deduction, but he would waive them and rely upon those he had mentioned, which would reduce the 800*l.* to 214*l.*, which sum he considered the fair net annual value, and at which amount the company ought to be assessed.

Mr. Reid, on being cross-examined relative to the estimated expense of keeping the road in repair, said, that he had underrated rather than overrated it. It amounted to considerably more than 300*l.* a-year to keep a mile of their railroad in good repair. The company had made one contract at 150*l.* per mile for labour only, adjusting the rails, levelling, &c., and the contractor had applied to give up the contract, declaring he lost money by it.

Mr. Jemmett contended, that no case had been made out against the rate, and that the company ought to have given a more minute account of their receipts.

The Bench, after a short consultation, asked whether the parties could not come to some arrangement, and suggested that the rate should be reduced from 400*l.* to 300*l.* per mile.

After some conversation, the solicitor to the company agreed to the proposition, as did also Mr. Jemmett on behalf of the parish.

The rate was accordingly reduced, for the whole distance, from 687*l.* 10s. to 460*l.*

RAILWAYS.

[From "Blackwood's Magazine."]

It might be a curious speculation to inquire into the probable effects of the railroad system on mankind. Certainly no system ever became so suddenly and so wildly popular. France has begun to fling out these gigantic arms of communication over her noble country. Belgium exults in a web of railroads, in which it expects to catch all the stray dollars of the Continent. The transit from Ostend to the Rhine will, in a year or two, be an affair of a couple of hours. Germany is shaking off her sleep, her blacksmiths are lighting their Hercynian forges, and from the Hartz to the Tyrol, huge men, with antediluvian visages and Cyclopean arms, are hammering at iron wedges, rails, and gear for "fire horses." Prussia is laying down railroads to France, Poland, and Austria, the puzzling question of her politicians being, whether she thus invites invasion, or provides defence. But politicians are blockheads on all matters of common sense. The merchant, the traveller, and the tinker know better things. The world is become a buying and selling world, a vast aggregate of hands and heads, busy about the main chance, and much more inclined to eat, drink, and be happy, than to burn each other's warehouses, or blow out each other's brains. That war will never cease out of the world, is a theorem founded on the fact that the countless majority of mankind have a strong tendency to be fools; but let war come to a conflict of steam-engines, and success will belong wholly to intellectual superiority; while all the barbarian rabble of Turks and Tartars, Arabs and Indians, Africans and Chinese, though they may massacre each other, must fly from the master of mechanics. All the half-barbarians, Russian, Greek, Pole, Swede, and Austrian, must make the attempt only to be shattered, and Field-Marshal Stephenson, with his squadron of fire horses, galloping at the rate of eighty miles an hour, must consume their battalia with the breath of his nostrils. Thus England, instead of feeling alarmed at the sudden passion of foreigners for mechanism, should exult in every railroad that shoots its line among the hills and valleys of the Continent, and hail the smoke of every steam engine, as not merely an emblem, but an instrument of his own superiority. Mechanism, the great power of art, is as exhaustless as any of the great powers of Nature. Ten thousand years might roll on, and every year see a new advance of every kingdom of Europe in invention, and England keeping ahead of them all, and, like one of her own engines, showing her speed by the sparks that lighten the road behind. The steam-engine, in its effective state, is but little more than half a century old. In half a century more, its present perfection may be looked upon as little else than that of an ingenious plaything. It is scarcely twenty years since the steam-boat ventured to sea. Thirty years ago, the late Lord Stanhope was laughed at by all London for his attempt to swim the steam-boat from London-bridge to Greenwich. It now dashes from the Tower to Gibraltar, and from Gibraltar to Constantinople; or shoots down the Red Sea, and fights the monsoon on its own ground; sweeps to Bombay, Ceylon, and Bengal, and astonishes the Mogul and the Emperor of China, with the last month's newspaper from London. The railway is not ten years old, yet is already spreading, not merely over Europe, but over the vast savannahs of the New World. What will all this come to in the next fifty years? What must be the mighty influence of that mutual communication which, even in its feeblest state, has been in every age the grand instrument of civilisation? Throw down the smallest barrier between two nations, and from that hour both become more civilised. For the fullest civilisation, freedom, and enjoyment of which earth is capable, the one thing needful is the fullest intercourse of nation with nation, and of man with man. But the railroad like all instruments of national power, may be made an instrument of national evil. It may give strength to the tyrannical, and accumulate force against the weak, pour resistless invasion upon the unprepared, and smite the helpless with unexampled rapidity of ruin. But its facilities are made for peace; and unless some other magnificent invention shall supersede its use, we cannot doubt that the whole system which is now in the course of adoption with such ardour throughout Europe will be acknowledged to have given the mightiest propulsion to the general improvement of mankind.

NOTICES OF INTENDED APPLICATIONS TO PARLIAMENT FOR RAILWAY BILLS DURING THE NEXT SESSION.

1. Birmingham, Bristol, and Thames Junction Railway.—To alter, amend, and extend some of the powers and provisions of Act, with branch to Knightsbridge-green.

2. Birmingham and Gloucester Railway.—To alter, amend, explain, repeal, enlarge, &c., Acts for extension to Boad's Nursery, in the city of Gloucester.

3. Bristol and Exeter Railway.—To extend, alter, and amend powers of Act, with several branches.

4. Bristol and Gloucester Railway.—To extend, alter, amend, and enlarge powers, &c., of two several Acts to make an extension to Standish by a junction with the Cheltenham and Great Western Union Railway, and also branches, to alter and divert parts of original line.

5. Bolton and Preston Railway.—To alter, amend, extend, and enlarge the powers and provisions of Act, and to make branches.

6. Buglawton and Biddulph Railway.—Commencing at the Macclesfield Canal, with one branch to the Trough Stone Quarries, and others terminating at Collieries. And also power to make a canal, if more convenient, on part of the line.

7. Cambridge, Newmarket, Thetford, and Bury St. Edmund's Railway.—New line, to commence at Cambridge and terminate at Bury St. Edmund's.

8. Cheltenham and Great Western Union Railway.—To alter, amend, extend, and enlarge some of the powers of Act, to amend line, and to extend the time limited for purchasing the land and completing the railway.

9. Clarence and Hartlepool Union Railway and Asylum Harbour.—New line, and also to make a canal, harbour, and docks.

10. Croydon and Epsom Railway.—New line.

11. Cwm Garw Railway.—With branch to unite with the Bridgend Railway. New line.

12. Deptford and Deal Railway.—To join the Greenwich Railway at High-street, Deptford. New line.

13. Deptford Railway, to commence at the Croydon Railway, to terminate near the junction of the Lower-road, High-street. New line.

14. Eastern Counties Railway.—To alter, amend, and enlarge some of the powers and provisions of Act, and to extend the period limited for the purchase of lands and completion of railway.

15. Forest of Dean Railway Company.—To alter, amend, and enlarge the powers and provisions of Act, to make a branch line to or near the river Severn, to alter the tolls, and raise an additional sum of money.

16. Glyncorrwg and Port Talbot Railway.—With branches to other lines, and with a branch near the river Avon. New line.

17. Grand Junction, and Manchester and Birmingham Branch Railway.—Commences at Crewe. New line, and to terminate by a junction with the Manchester and Birmingham Railway.

18. Great North of England Railway.—To alter, amend, and enlarge powers and provisions of two several Acts, to extend the periods for the purchase of lands.

19. Gravesend Railway.—To commence by a junction with the London and Greenwich Railway. New line.

20. Guildford Railway.—To join the London and Southampton Railway at Woking. New line.

21. Harwich Railway.—Commencing by a junction with the Eastern Counties Railway, and terminating at a wharf in Harwich, and to construct a wet dock or docks, &c. New line.

22. Hartlepool Dock and Railway.—To alter, amend, and enlarge powers of Act, and to vary the dues, charges, and tolls; notice to raise money.

23. Horsham Railway.—With a branch near Hill's-place, to commence by a junction with the London and Brighton Railway. New line.

24. Lambeth Railway.—Commencing at Westminster-bridge, and terminating by junctions with the London and Greenwich and Croydon Railways. New line.

25. London and Brighton Railway.—Branch from Horley to Pulborough. New line.

26. London Grand Junction Railway.—To alter, amend, explain, and enlarge the powers and provisions of Act.

27. London and Greenwich.—To extend, alter, and amend the power of several Acts.

28. London and Salisbury Junction Railway.—Commencing by a junction with the London and Southampton Railway, in the parish of Kingsworthy. New line.

29. London and Southampton Railway.—To alter, amend, and enlarge the powers of two Acts, to alter the manner of executing part of the line, a branch to Gosport and to Cosham.

30. Manchester and Birmingham Extension Railway.—From Meaford to the London and Birmingham at Rugby, and Birmingham and Derby Junction at Wechnor. New line.

31. Manchester, Bolton, and Bury Canal Navigation and Railway.—To alter, amend, and enlarge powers of Act, and to raise a sum of money.

32. Manchester and Birmingham Railway.—To alter, amend, enlarge, and repeal certain of the powers, &c., of Act, and to vary the line and levels.

33. Manchester and Leeds Railway.—To amend the powers and make deviations, and to make a branch to Oldham, and a branch also to Halifax.

34. Midland Grand Junction Railway.—To commence near Nottingham, to extend to Teversall and Sheffield, with branches to other places. New line.

35. Midland Counties Railway.—To alter and amend the powers.

36. North Midland Railway.—To alter, amend, and enlarge certain powers of two Acts, to vary line, and to extend the time two years for purchasing lands.

37. Northern Union Railway.—Commencing at the line of the Durham or Cox Hoe branch of the Clarence Railway, and to terminate at Newcastle-upon-Tyne, with branches. New line.

38. Portishead Bay Railway.—To unite or join with the Bristol and Exeter Railway, at or near Bedminster. New line.

39. Portsmouth Railway.—Commencing at Portsea, and terminating by a junction with the London and Southampton Railway at Wimbleton. New line.

40. Saundersfoot Railway and Harbour.—To alter, amend, and enlarge the powers of the Act, making a railway from Thomas Chapel Mountain to Saundersfoot, with branches, and a harbour at Saundersfoot, Pembroke.

41. South-Eastern, Canterbury, Ramsgate, and Sandwich Railway.—To commence by a junction with the South-Eastern Railway at Ashford, with branches to Sandwich and other places. New line.

42. South-Eastern Railway.—To alter and divert the line, and to extend the period limited for the purchase and taking of lands, and also to enable that company to enter into contracts or agreements with the London and Brighton Railway Company, also to alter the rates and tolls.

43. South-Eastern and Maidstone.—From Tunbridge to Maidstone. New line.

44. Saibston Railway.—Terminating at the Ashby-de-la-Zouch Canal, in the parish of Shackerstone, Leicester. New line.

*** Some of these notices are merely precautionary, the Bills having been obtained to which they relate last Session.—*Railway Magazine.*

BANK OF BELGIUM.

In adverting lately to the failure of the Bank of Belgium it was noticed as one of the causes contributing to the stoppage that it had largely embarked in various speculations of a nature quite distinct from banking, by which its funds and those of its depositors were locked up, so as not to be available when most wanted. It may suffice to show the reckless sort of spirit in which trading operations were mixed up with banking, to state that among the numerous establishments in which it was deeply and directly concerned, and some of which were started through its means or under its patronage, the following may be more particularly enumerated—viz., in furnaces and iron smelting works, those of Ongrée, Vennes, de l'Espérance, de Monceaux, du Borinage, the manufacture of iron at Ongrée; in collieries, those of Nerve, Bray, of the Namandes; in the mines of calamine of la Vieille Montagne; in glassworks those of Charleroi; in linen manufactories by machinery, those of St. Leonard, of Gantoire, Ghent; in the Luxemburg Company of Industry, the Company of Actions Reunies, &c. These various establishments were originated, and are still constituted by shares as public companies, of the kind called *anonymes*, in which the responsibility is limited to the amount of the shares held by privilege or charter of the Government. The Belgian Bank it would seem was, however, doubly interested, first as shareholders, but perhaps more extensively still as bankers, with whom the companies had open credit accounts for all the advances which might be required. It may be readily inferred what sort of danger there must be in such a system of business, in which once embarked it was almost equally impossible to stop, or to draw in without bringing the bank itself, as well as its copartner trading companies, to a liquidation. In the end the bank, as is seen, has become the first sacrifice, although it may be expected that the evil cannot rest there, considering the number of speculative undertakings dependent upon its existence. The bank had two branches, one at Antwerp, the other at Liege.

ORIGINAL CORRESPONDENCE.

BLAST FURNACES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Having had my attention called, within the last few days, to a letter which appeared in your paper of the 15th inst., on the subject of blast furnaces, I beg to offer you a few remarks thereon. I will pass over the first part of Mr. Wood's communication, and proceed at once to the question he suggests for consideration, namely, "Whether the form at present made use of for the body of the blast furnace is, under all circumstances, the most eligible." Mr. Wood has arrived at the conclusion that it is not, but, I must confess, the reasons he adduces for coming to that decision are not, in my opinion, at all satisfactory; and until much more convincing proof can be brought forward of the disadvantages of the old furnaces, and the advantages of the new form, it would be safer for iron-masters to "let well alone," and not hastily to adopt an innovation, which, at its present view, seems so likely to end in disappointment and loss. In the first place, although I will admit that the lateral motion of the materials produced by the present form of the blast furnace has a tendency to grind the cokes, yet the degree to which they are pulverised must be so exceedingly small, from the slowness of their descent, and the comparative sizes of the tunnel-head and the boshes (which may be assumed as six to fourteen feet), that it is impossible it should have so great an effect in deranging the working of the furnace as Mr. Wood seems to imagine. If we take the size of the furnace at the tunnel-head to be six feet, and at the boshes fourteen feet, and draw perpendicular lines from the former to the latter, there will only be four feet, at the utmost, of room for the lateral motion of the materials, in a descent of about thirty-two feet. To give a better idea of the slowness of this motion, I may state that the materials descending perpendicularly one foot four inches per hour, would only have a lateral motion of two inches in that time. In this calculation, I assume that the furnace holds about thirty-six hours' charges, and that the materials reach the top of the boshes in about two turns, which will, I believe, be found pretty nearly correct. Now, I maintain that this motion, which it is evident can do but little injury by "grinding," serves several useful purposes—it prevents the materials from clogging, by creating minute channels for a free passage of the blast, and it occasions a thorough mixture of the ore and flux, which is so necessary for their perfect reduction, and which it would be impossible to effect in a cylindrical furnace, inasmuch as that form would cause the cokes, limestone, and ore, to descend exactly as they were tipped into the furnace out of the charging barrows (and every one acquainted with iron making well knows the irregularity with which this operation is performed), and each of the minerals would be presented at the fusing point of the furnace separately, thereby losing all the advantage of the perfect mixture of the materials so much to be desired in the smelting of ores.

There are many other advantages connected with the present shape of the blast furnace, but I have now only time to specify a few of them. The parabolic form concentrates and confines the heat, which would, in the proposed *improved* (?) furnace, have an area for escape in the increased ratio of 144 to 36; and, again, the present shape of the blast furnace provides lateral room for the expansion which the materials must necessarily undergo. Now, if furnaces were built in the cylindrical form, as your correspondent suggests, it is clear that the materials, under a great and increasing pressure from the top, would inevitably expand laterally; and no room being provided for such expansion, the furnace would, most probably, be blocked up by the wedging in of the materials. This would prevent a free passage of the blast, and all the evils would ensue which Mr. Wood describes as the result of a "scaffolded" furnace. Mr. Wood wishes his remarks to apply particularly to coal highly charged with bitumen; now, I believe, it will be generally admitted, that what I have urged against the cylindrical furnace will apply more forcibly to this kind of coal than to any other, because its greater tendency to swell and cake would increase the probability of blocking up the furnace and impeding the course of the blast. It would be very desirable that we should have a little more information on the subject of the cylindrical furnace which was tried at Dowlais. The principal reason assigned for the abandonment of that experiment, namely, the opposition of the workmen (which would speedily have given way if the furnace had worked well), cannot surely be considered a sufficient one. Sir John Guest is well known to be a man of too much energy and determination to be overruled by his workmen in any scheme promising results so favourable as those claimed for the cylindrical furnace, as he has proved by the much greater innovation which he succeeded in forcing on their prejudices—I mean the use of raw coal instead of coke. I cannot conclude without making one observation respecting Mr. Wood's theory of the coking process. He says, that after the bitumen and gases are driven off, although a "perfect coke" is produced, the process is continued for the purpose of increasing its density by the fusion of the earths contained in it. If this were the true purpose of the latter part of the process, would it not be as well effected in the blast furnace as on the coking hearth? for if, as Mr. Wood affirms, coal put into the furnace raw becomes coked before it passes far down, surely a "perfect coke" would be hardened long before the superincumbent weight could become heavy enough to pulverize it.

I am, Sir, your obedient servant,

Penwyn and Golynos Iron Works, Dec. 29. JAMES CADMAN.

MARKET FOR BLENDE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Perceiving an inquiry, from a correspondent in your Journal, as to the sale of black-jack, or blende, I beg to acquaint you that the Cambrian Iron and Spelter Company, whose works are near Pyle, Glamorganshire, are buyers; I think that they are giving, at Porth Cawle, 35s. per ton.

Yours, &c., A FRIEND.

London, Dec. 27.

CORNISH STEAM-ENGINE IN LONDON.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Permit me to call your attention, and, through your columns, that of the public, to the splendid steam-engine from Cornwall, which has just been set up by the East London Water-works Company, and is now supplying a large portion of their tenantry with water. This engine is worthy of being seen, and, in combination with its four boilers, forms a "tableau" without parallel in the metropolis. The engine, throughout of superior workmanship, was manufactured by Harvey and Co., of Hayle, from the plans and drawings, and under the superintendence of W. West.

	Feet.	Inches.
The diameter of the cylinder is	6	8
Ditto of plunger pole	3	5
Length of stroke	9	4

The present rate of working is from eight to ten strokes per minute, which can be increased as desired; but should it be necessary to reduce the rate of working to one stroke per minute, or even less, this can immediately be accomplished, and at a proportionate decrease in the consumption of fuel. At each stroke there is lifted into a stand pipe, 150 feet high (an altitude sufficient to command the company's entire tenantry, thus answering the purpose of an upper reservoir), a weight of twenty-nine and a half tons. The quantity of water discharged per minute is upwards of 5340 imperial gallons, *but the engine is capable, when loaded to the extent of her power, of lifting forty-five tons, or 100,800lbs.*

The erection of this magnificent engine will, it is hoped, expel every iota of doubt which has so long been suffered to cloud the reason and prejudice the minds of the great majority of the London engineers, and will confirm indubitably "Captain Lean's Reports of the Duty of Cornish Engines." Although the enormous friction of engines used in the Cornish mines forms no part of Mr. Lean's report, it is far beyond what casual observers would believe possible; nor should it excite surprise if the duty of Cornish engines, used at water-works, should show an average augmentation of duty beyond Captain Lean's reports of 50 per cent. or more.

To the perseverance of Mr. Wicksteed, the talented engineer of the East London Water-works, the scientific world is much indebted, and not a doubt remains but the engine now, putting the "Cornish system" (and particularly that of "West") to the open test of practice in London, will prove not merely its enormous and economic power, but its perfect applicability to water-works in general, and for the performance of the business of any pumping-engine now in operation in London, whether by "Bolton and Watt," or any London maker. The system of West offers a saving of from 60 to 70 per cent., or, in other words, the duty of three engines of equal diameter of cylinder will be performed by one Cornish engine with infinitely greater ease, and with a corresponding diminution of expense in fuel, grease, labour, wear, and tear, &c. It is but candour and justice to state, that wherever Mr. West has been engaged, his "system" has been productive of the most prodigious results. An engine of sixty-inch cylinder is ready for Carlisle, and one of ninety-inch for Belgium. At the Portsmouth Water-works the saving of coal has been nearly 70 per cent., but the exact detail can be ascertained by inquiry of the secretary, 15, St. Mary-axe, where Messrs. West and Harvey propose establishing their London office. Letters directed there will receive prompt attention, likewise at Hayle Foundry, or to Mr. W. West, Fowey Consols, St. Blazey, Cornwall.

I have the honour of remaining, Mr. Editor,
Your faithful servant, Z.

ST. GEORGE'S HARBOUR AND CHESTER RAILWAY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Seeing in your respectable Journal an article on this subject, copied from the *Chester Chronicle*, reflecting on the conduct of the provisional committee, I think the best answer will be a plain statement of facts, which will require "no comment."

In the month of September last a deputation from London visited Chester, and a large number of gentlemen of that place being invited to meet them, the merits and prospects of the project were laid before them. They were then requested to ask any questions, and state any objections that might be suggested to their minds, and the deputation professed themselves ready to answer them. A number of gentlemen, most, if not all, of whom were present, were then nominated and appointed to act as a local committee, and their names were printed, with the report of the meeting, in all the Chester papers. These names were afterwards communicated officially by the secretary of the committee to the London committee, without one word of intimation that the communication was confidential.

The London committee wishing to publish a prospectus, then wrote to the Chester committee to select six of their number, whose names might be printed therein, but not receiving an answer in due course, and wishing to furnish the deputation then proceeding to Dublin with some copies of the prospectus, they resolved, as the most respectful course to the Chester gentlemen, to print the whole of their names instead of a selection, which if they, the London committee, had made, it might have appeared invidious.—[Only a small number, however, were printed and sent to Dublin].—When the resolution of the Chester committee dissolving themselves was received, and immediately on the receipt of this, a new edition of the prospectus was printed without their names, and circulated as widely as possible in Dublin, as well as a number of copies sent to Chester to replace those of the former edition already sent there. If your readers will take the trouble to compare this plain statement, which, if disputed, will be proved by the publication of the whole of the documents; they will then see how little foundation there is for the insinuations in the *Chester Chronicle*.

I have only to add, that the support obtained to the project in Dublin is most extensive and powerful, and the committee are resolved to prosecute their operations with vigour, and no doubt of ultimate success. The attempt of other parties to possess themselves of the fruit of their labours will be as vain as it is iniquitous. I am, Sir, yours, &c.

73, Gracechurch-street, Jan. 2. W. WESTON.

CARRIGAN CONSOLIDATED MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Your Journal being the professed and admitted advocate of mining pursuits, and the protector and guardian of mining adventurers, I need offer no apology for thus troubling you.

A company, called the "Carrigan Consolidated Tin Mining Company," is about issuing out 500 additional shares, in violation of the rules, and in opposition to the wishes of the majority of the committee, and, as I have reason to believe, against the feeling and avowed disapproval of a large majority of the shareholders; therefore, it is desirable and just that you should, through your Journal, put the public on their guard against purchasing such shares, because, being issued illegally, they can be of no real value.

The following is a copy of the circular convening the meeting, by the flat of which these shares are to be brought out:—

"*London, Dec. 20, 1838.—Office, 1, Cannon-street.*

"SIR,—You are requested to attend a special general meeting of the adventurers in the Carrigan Consolidated Tin Mines, to take into consideration the best method of raising a further capital for the effectual working of the mines; to be held on Friday, the 28th Dec., at two o'clock, at the George and Vulture Tavern, George-yard, Lombard-street.

"I am, your obedient servant,
"R. READ."

Now, the ninth rule of the company is as follows:—"That at all meetings of the proprietors, the business of the day be confined to the object or objects expressed in the notice convening the same." The meeting, you will observe, was called for the purpose of raising money, but instead of confining the meeting to that object, a proposition was made to issue 500 additional shares, thereby altering the constitution of the company from 1000 shares, or proprietors, to 1500. Can you think that such a fundamental alteration in the constitution of the company should be made without ample notice being given to each proprietor, even if it could be done without making a breach in their laws?

At the commencement of the proceedings of the meeting, objection was made that the matter could not then be discussed, but the chairman being, as I believe, in favour of the proposition, could not see the propriety of confining the question so as to be in accordance with the notice calling the meeting. After some discussion, a number of proprietors quitted the meeting—the question was put to the vote, and said to be carried by the few remaining proprietors—not all of them voting—feeling that to vote would in some measure be recognising the illegal proceedings. Hoping that you will insert this in your next Journal,

I beg to remain, Sir, your obedient servant,

95, *Newgate-street, Jan. 2.* SAMUEL CORHAM.

[The writer of the above letter having given his name, we insert it accordingly. A report of the meeting alluded to, for which we are indebted to the *West of England Conservative*, will be found in another part of our columns.—ED. M. J.]

TRELEIGH CONSOLIDATED MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I am instructed by the directors of this company to inform you, in reply to that portion of the letter which appeared in your columns last week, under the signature of "A Shareholder"—representing that the directors are at variance with each other—that so far from such being the case, the greatest harmony and cordiality exists between them. With respect to the remaining portion of your correspondent's letter—which no doubt proceeds from a self-interested motive—the directors do not feel themselves called upon to make any reply.

I am, Sir, your obedient servant,

23, *Threadneedle-street, Jan. 4.* ROWLAND NICHOLSON, *Sec.*

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—As one of the earliest and constant vendors of your impartial and well-conducted Journal, I cannot refrain from offering some remarks upon a letter signed "A Shareholder," in this paper on the 29th ult. First, I would guard the shareholders against taking assertions for facts, and to look with great doubt and suspicion upon all the statements and recommendations contained in that letter, designed by the hand of mischief, but which, upon careful perusal, loses its intended sting, and at once becomes impotent. Now I would only wish to ask a schoolboy of fourteen, is it likely that a *considerable shareholder* should give publicity to opinions and advice so directly opposed to his best interests? the boy must answer, No; and would naturally and archly reply, I should think he wished to become (instead of being) a considerable shareholder in this Treleigh Mine. The design and absurdity of this letter is too apparent not to be unmasked at the first glance; and I can assure this *considerable shareholder*, that the malicious stroke of his pen, is as little likely to do mischief to the Treleigh Mine, as it is to geology. Brother shareholders, allow me to inform you that I am interested, and that I wish success to the Treleigh Mine on all your accounts as well as my own. Have a care, then, and harken not to designing or disappointed letter-writers, and I will tell you, that having myself visited this mine, I can assert, without any fear of contradiction, that she is situated in a very rich district, surrounded by prosperous, wealthy, and dividend-paying mines, and that it only requires common prudence in her management to insure her being as productive as the neighbouring mines. When I visited the Treleigh Consols I had letters of introduction to highly respectable residents, who recommended me to two Cornish practical miners, both of whom agreed in opinion, that from her situation and appearances, this mine had as great a claim to the confidence of adventurers as any they knew of. Let me then strongly impress upon you, the shareholders in this mine, not to abandon at the eleventh hour (and when she is probably about to make you some returns), a mine which really claims your confidence. In support of such advice, I beg to refer you to our agent, Mr. Sincock's letter, dated 15th, inserted in this Journal on the 22nd ult.

A REAL SHAREHOLDER.

TO THE REGISTERED SHAREHOLDERS IN THE ANTI DRY-ROT COMPANY.

GENTLEMEN,—The warmth of feeling displayed at the meeting held at the City of London Tavern, on the 7th ult., by the sufferers from Mr. Terry's conduct, having rendered it wholly impossible to state a dispassionate opinion, I take this mode of doing so, believing my sentiments will be assented to, not only by the legitimate shareholders, but by the public generally. I am a proprietor of fifty 10,000th shares, for which I hold the certificates, declared by the Act of Parliament to be conclusive evidence of ownership. It appears that one of our late directors and secretary, Mr. Terry, has fraudulently thrown into the market a number of scrip, bearing the signature of the directors, which had become void, the holders having duly registered their shares, and obtained the certificate of ownership mentioned in the Act. This scrip of itself confers no title, as it states in its face that the holder can only become a shareholder on the conditions endorsed, one of which is, that all transfers must be registered; and if any purchaser had had the common precaution to get the transfer registered before paying his money, the trick would immediately have been discovered. I believe the greater part, if not all of the claimants in respect of the fraudulently issued scrip, are members of the Stock Exchange. Now it has long been a matter of surprise, that even more serious results than those we are discussing does not more frequently attend the loose mode of taking and transferring shares adopted by these gentlemen. The truth is, they are a class of persons who seldom stake their capital as *bona fide* adventurers. They are proprietors or not, as the wind serves; and they constantly set at nought all legal forms of transfer, choosing to give up the security they afford for the means their avoidance offers of preventing responsibility attaching to them as recognised proprietors. In this instance they have been bitten, and immediately turn round upon the directors, and seek to make them responsible for the negligence they themselves have been guilty of.

A great deal of odium has been endeavoured to be cast upon the directors in this matter, and, as I think, most unjustly. It is said they should have cancelled the scrip. What for? It confers no title, except on conditions which no fraudulent dealer in it could comply with, and without the performance of which no prudent man ought to have accepted it. The directors, moreover, had no opportunity of knowing when the scrip was brought in, inasmuch as the certificate given in its place does not receive their signature. For the commercial management of the affairs of the company, it is admitted that the directors merit the thanks of the proprietors.

In conclusion, I beg you will, with me, protest against any misapplication of shares, by the admission of persons as shareholders, not possessing certificates. I, for one, declare, whatever may be the wish of the directors or of other persons as to subdividing the interest of the shareholders, that I will maintain my right to hold to the full extent of my certificates; and am well assured, that every one of the courts of judicature will support my claim.

I am, gentlemen, your very obedient servant,

A SHAREHOLDER.

NEW COMPANIES.

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

LANDLORDS' AND GENERAL FIRE AND LIFE INSURANCE COMPANY.

Capital £1,000,000, in shares of £20 each. Deposit £1.

The object of the above company is to form a medium of insurance to owners of houses, whose property constitutes the principal part of a fire insuring business, and being subject in most cases to local and general imposts, as also the annual charge of insuring. It behoves landlords in particular, the prospectus observes, to become their own insurers, and to appropriate to themselves all the profits derivable from their own property by an insurance company. The capital of the company is large, being divided into small shares, for the purpose of extending the benefit to as great a number as possible.

METROPOLITAN BANK.

Capital £1,000,000, in 40,000 shares of £25 each. Deposit £2 10s. per share.

This is a bank of discount and deposit, at which every description of banking business and money agency will be transacted.

THE IRON TRADE.—The meeting of the iron-masters of Staffordshire was held at Dudley on Thursday last, when it was agreed to advance the price of iron generally 1*l.* per ton. The iron trade in South Wales is also in a very flourishing and satisfactory state.—*Sheffield Iris.*

The Iron-Masters' Quarterly Meetings will be held next week as follow:—Tuesday, at Walsall; Wednesday, at Wolverhampton; Thursday, at Birmingham; Friday, at Stourbridge; and Saturday, at Dudley.

The Coal and Iron-Masters' Quarterly Meeting will be held at Stourport, on Monday, January 14.

The great activity which has for some time past prevailed in the iron trade, will, in all probability, cause a material advance at the ensuing quarterly meetings. Indeed, we believe the iron-masters in the neighbourhood have already expressed their determination to this effect.—*Midland Counties Herald.*

BRISTOL AND EXETER RAILWAY.—Until the question of the broad gauge is disposed of, this company confine their operations to such works as are unaffected by it. The chief points are Pyle Hill, Cambridge Batch, Upper Hill, Purlton, and the bridges over the Axe and Parrot. These are in such a state of forwardness as, it is expected, to be ready to receive the first passengers by the Great Western from Bath. Except these points, the country is almost a perfect level, and could be made ready for the permanent rails in six months. The ground for the Bridgewater terminus is marked out, and the arrangements for the Bristol terminus will be simultaneous with those for the Great Western; but should any unforeseen delay arise, the company have ample room for a temporary one, close to the Bath road. Not the slightest damage has been done to any of the works by the late heavy rains.—*Railway Magazine.*

LONDON AND GREENWICH RAILWAY.—The number of passengers on the line from the 26th ult. to the 2d inst., was 24,849, producing (including creek and footpath) 839*l.* 14*s.* 3*d.*

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign parts for the past week, ending Saturday last, the 29th ult., is as under:—Gold bars to Hamburg, 150 oz. Gold coin to Hamburg, 11,675 oz. Silver bars to Hamburg, 2520 oz. Silver coin to Hamburg, 146,899 oz.; Rotterdam, 18,684 oz.; West Indies, 19,634 oz.

PUBLIC COMPANIES.

MEETINGS.

BISSOE BRIDGE MINING ASSOCIATION. — Notice is hereby given, that a GENERAL MEETING of the shareholders will be held at the George and Vulture Tavern, Cornhill, London, on Thursday, the 17th day of January instant, at Twelve o'clock precisely, to take into consideration the present state and prospects of Bissoe Bridge Mine, and generally the affairs of the Association.
By order of the directors,
BAXENDALE, TATHAM, UPTON, and JOHNSON.
7, Great Winchester-street, Jan. 1.

BORINGDON PARK MINING COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of this company, will take place at this office, on Thursday, the 17th instant, at Twelve for One o'clock precisely, f r the purpose of confirming the following resolution unanimously passed at a Special General Meeting of the proprietors held at the London Tavern, on the 29th ult., and consequently to dissolve the company:—"That it is the opinion of this meeting, that a fair trial having been given to the mine without success, it is now determined to abandon the same, and that the engine and materials be immediately disposed of, and the proceeds divided amongst the present shareholders.
S. CLARK, Sec.
2, White Lion-court, Cornhill, Jan. 4.

POLGINE, NEWTON MOOR, AND CONDURROW COMPANY.—Notice is hereby given, that a GENERAL MEETING of the Adventurers in the above Mine will be held on Friday, the 11th of January, at Mr. Pratchett's office, Harrington-street, Liverpool, for the purpose of taking into consideration, and coming to some determination, as to whether the mines are to be continued or not. Captain Clemence's report of the mine will be laid before the meeting, and a general statement of the affairs, &c.
Liverpool, Jan. 3. JOHN HORROCKS, Sec.

PORTSMOUTH AND FARLINGTON WATER-WORKS.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the Proprietors will be held at the Company's Office, 15, St. Mary-axe, on Wednesday, the 16th day of January inst., at Eleven for Twelve o'Clock precisely.
By order of the Board,
15, St. Mary-axe, Jan. 1. R. BOTTRELL, Sec.

CALLS.

MARYPORT AND CARLISLE RAILWAY COMPANY.—FOURTH CALL OF FIVE POUNDS PER SHARE.
Notice is hereby given, that in pursuance of a resolution of the directors, the Proprietors of Shares in this company are required to pay a FOURTH CALL of FIVE POUNDS per share, on or before the 24 February next, to any of the undermentioned bankers:—
Maryport, Workington, Cockermouth, and Wigton—The Cumberland Union Banking Company.
Carlisle—The Carlisle and Cumberland Banking Company, or the City and District Banking Co.
Newcastle-on-Tyne—North of England Joint-Stock Banking Co.
Liverpool—Liverpool and Manchester District Bank.
London—Barclay, Bevan, and Co.
By order, H. SENHOUSE, Chairman.
Railway Office, Maryport, Jan. 2. W. MITCHELL, Secretary.

SHEFFIELD, ASHTON-UNDER-LYNE, & MANCHESTER RAILWAY.—CALL FOR SECOND INSTALMENT.
The directors of this company having resolved to make a call, under the provisions of the Act of Parliament, for an instalment of £3 10s. per share, Notice is hereby given, that the several proprietors in the capital stock of the said company are required to pay the said call or sum of £3 10s. on each of their said respective shares on or before the 10th day of January, 1839, to one of the undermentioned bankers:—
Sheffield ..... Messrs. Parker, Shore, and Co.
Manchester.... The Manchester and Liverpool District Bank.
London..... Messrs. Rogers, Tugood, and Co.
Messrs. Smith, Payne, and Smith.
Interest, after the rate of five per cent. per annum, will be charged by the bankers on all such sums as shall remain unpaid after the said 10th day of January next until payment thereof.
By order of the directors,
15, Piccadilly, Manchester, Nov. 29. C. THOMSON, Clerk and Sec.

COMBMARTIN and NORTH DEVON LEAD and SILVER MINES.—At a Meeting of the directors in the above concern, held at the King's Arms Hotel, Combmartin, the 2d day of January, 1839, it was resolved, "That all shares on which the last call of Twenty Shillings per share be not paid on or before the 3d day of February next, be absolutely and irrevocably FORFEITED; and that the secretary is hereby empowered to strike them off accordingly without any further notice."
W. NEWTON, Sec.

TRELEIGH CONSOLIDATED MINING COMPANY.—Notice is hereby given, that the period for the payment of the Eighth Instalment of Seven Shillings and Sixpence per share having expired, all shares upon which the said instalment shall not be paid into the bankers of the company, Messrs. Vere, Sapte, and Co., on or before the 31st instant, will be irrevocably FORFEITED, without further notice. The proprietors are requested to bring the scrip, together with the bankers' receipts, to the office, as under, to be exchanged for new certificates, representing the sum of £4 5s. paid; thus enabling the directors to advertise the number of shares into which the company will be divided.
By order of the board,
29, Threadneedle-street, Jan 1. ROWLAND NICHOLSON, Sec.

WHEAL HENNOCK AND CHRISTOWE MINING COMPANY.—The directors hereby give notice, that the SPECIAL GENERAL MEETING of the shareholders advertised to take place on the 20th inst., is POSTPONED until Thursday, the 17th January, 1839, at 12 o'clock precisely.
Hennock, Dec. 13. H. MOLYNEUX, Sec.

WHEAL WALLIS MINING COMPANY.—Notice is hereby given, that the Directors of the above Mine have this day made a CALL of TEN SHILLINGS per share, to be paid into the Manchester and Liverpool District Bank, on or before the 31st day of January, 1839. The Secretary is empowered to endorse the scrips on production of the banker's receipt.
By order of the Directors,
15, St. Ann's square, Manchester, Dec. 24. HENRY CARR, Secre'ary.

BAHIA STEAM NAVIGATION COMPANY.—Notice is hereby given, that the directors of the Bahia Steam Navigation Company will, at their board meeting on Tuesday, February 5, 1839, declare ABSOLUTELY FORFEITED all shares in the said company on which any call shall then remain unpaid.
By order of the board of directors,
January 1. G. H. HEPPEL, Sec.

DIVIDENDS.

EUROPEAN GAS COMPANY.—Notice is hereby given, that the HALF-YEARLY DIVIDEND, due on the 1st of February next, will be PAID at the Company's Offices, 39, Finsbury-circus, London, on that and every following day, between the hours of Eleven and Three.
By order of the Board,
January 9. ARTHUR SPEAR.

CONSOLIDATED COPPER MINES OF COBRE ASSOCIATION.—Notice is hereby given, that a DIVIDEND of TWO POUNDS per share will be paid to the holders of certificates in this company, at the office of the Association, 26, Austin-friars, on and after the 14th day of January next, between the hours of Eleven and Three o'clock. The proprietors are requested to leave their certificates at the office for examination three clear days before the day of payment.
By order of the court of directors,
26, Austin-friars, December 13. WILLIAM LECKIE, Sec.

WEST CORNWALL MINES INVESTMENT COMPANY. At a Board of Directors, held this day, a DIVIDEND of ONE SHILLING per share has been declared, and shareholders are hereby informed that the same may be received on Tuesday, the 8th inst., or any subsequent Tuesday, on application to Mr. G. Pye, Winchester-house, Old Broad-street, London, or to Mr. John Tippet, at the Company's Office, Truro, with either of whom certificates of shares must be left two clear days previously, in conformity with the regulations of the Company.—Truro, Jan. 2.

ST. JOHN DEL REY MINING COMPANY.—A DIVIDEND of TWELVE SHILLINGS per share on the shares in the St. John Del Rey Mining Company (being one-half of the produce of the deposit fund), will be paid at the company's office, 8, Tokenhouse-yard, Lothbury, on Tuesday, the 15th of January, and any subsequent Tuesday and Thursday, between the hours of Eleven and Three.
The existing certificates will at the same time be exchanged for new certificates, for which purpose it will be necessary that holders should leave at the offices, two days before hand, the numbers of the certificates which they hold.
8, Tokenhouse-yard, Dec. 22. G. D. KEOGH, Sec.

BRITISH WATERPROOFING COMPANY.
No. 422, West Strand, near the Lowther Arcade.
Bankers—Messrs Ashley and Sons, 211, Regent-street.
WOOLLEN CLOTHS, CAMLETS, &c., AND ALL WEARING APPAREL,
are rendered WATERPROOF by this Company, without impeding the escape of perspiration, and at the same time preventing the ravages of the moth. To Sportsmen, the Army and Navy, the Police Force, and all classes whose avocations expose them to the vicissitudes of the weather, this discovery will prove of the greatest importance. Specimens may be seen at 422, West Strand, and at the Company's agents—Mr. Willis, 178, Strand; Mr. Nightingale, Nottingham; Mr. Everett, Reading; Messrs. Wall and Son, Welsh Pool; Messrs. Rock and Fraser, Ipswich; Mr. J. J. Owen, Shrewsbury; Mr. Salter, Bishop Stortford; Mr. E. Belcher, Farringdon; Mr. G. Franks, Newcastle and Gateshead; and Mr. F. Cherry, Waterford.—Broad Cloths, Petershams, Plushs, &c., 4s. per yard; Kerseymeres, 1s.; Gambroons, Camlets, Merinos, &c., 9d.; Horse Cloths according to the quality.

GREAT WESTERN RAILWAY.—COMPARATIVE ESTIMATES between the present CURVILINEAR LINE and the proposed NEW RECTILINEAR, or Direct VIADUCT LINE.
By DONALD CURRIE, C.E., 20 A, Regent-street.
Capital of the present Line, £4,560,928; ditto of the New Rectilinear Line of Timber Viaduct, £1,096,000; ditto saved if originally adopted, £3,464,928; and may now be saved, instead of completing the present line, £1,475,259. Annual Profit—Old Line, 7¼ per cent.; Old and New Lines united, 18¼ per cent.; New Line unconnected with the Old Line, 5½ per cent. For details see "Morning Chronicle," 2d inst., and "Strangers' Guide," 5th inst. Communications, post-paid, only attended to.

CROYDON TRUNK RAILWAY.—Parties having business in this important railway, commanding the trade of the whole country south and south-east of London, now on the eve of completion, may obtain facilities in its transaction by application to THOMAS ALLSOP, Share Broker, 34, Cornhill, who will afford every information as to its progress and prospects. Business in all the railways, most of which being now in progress, furnish data which, by judicious comparison, may serve as a guide to the purchase, sale, or exchange, thus avoiding the loss and ruin attendant upon premature investment, or the not less sacrifice attendant upon premature sale, under the influence of temporary depression.—34, Cornhill.

MURCHISON'S SILURIAN SYSTEM.
Now ready, with large geological map, views, coloured sections, and numerous plates of organic remains, two vols. royal 4to., price five guineas to subscribers, eight guineas to non-subscribers,
THE SILURIAN SYSTEM,
FOUNDED ON GEOLOGICAL RESEARCHES
in the counties of Salop, Hereford, Radnor, Montgomery, Carmarthen, Brecon, Pembroke, Monmouth, Gloucester, Worcester, and Stafford; with descriptions of the coal-fields and overlying formations.
By R. I. MURCHISON, F.R.S., G.S., L.S., &c.
John Murray, Albemarle-street.

MINING.
To be published by subscription, price Two Guineas, a Mathematical Work, entitled
THE MINE SURVEYOR'S ASSISTANT; or, DIALLER'S READY-RECKONER: comprising an elaborate and extensive Traverse Table (computed expressly for the occasion) carried out from one inch to six hundred feet on every quarter of a degree throughout the quadrant. This concise description is quite enough to satisfy all practical men respecting the utility of this Table, and the great labour and time that must have been bestowed in making it. Its principal superiority consists in its admitting of all dialling operations being performed by inspection, consequently the delay and liability to error unavoidably attendant on every other means is here completely superseded. The work will include some practical illustrations of the application of the Table, and auxiliary computations, together with a brief practical Treatise on Mine Surveying.
By JOHN BUDGE,
Author of the "Practical Miner's Guide," &c.
P.S.—Subscribers' names and addresses may be transmitted to the office of the MINING JOURNAL, 12, Gough-square, Fleet-street, London; the principal booksellers in Cornwall; or to the author, at Callington. All letters to be post paid.
*** Not a single copy will be printed more than shall have been actually subscribed for.—Callington, Dec. 6.

STANDARD of ENGLAND LIFE ASSURANCE COMPANY.
8, King William-street, City, and Regent-street, London.
CAPITAL—ONE MILLION.
DIRECTORS.
The Right Hon. The EARL OF CAVAN.

W. Cory, Esq.	Major-General Christopher Hodgson, R.I.C.	
William Davis, Esq.	J. Cuthbert Joyner, Esq.	W. J. Richardson, Esq.
Lawrence Dorgan, Esq.	Henry Lawson, Esq.	Frederick T. West, Esq.
William Gunston, Esq.	J. Barrett Lennard, Esq.	George Whitehead, Esq.

LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE.
Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.
Liberal commissions are allowed to solicitors and agents.
Increasing rates of premium,—twenty years' scale:

Age.	Annual Premium for £100, payable during				
	First Five Years.	Second Five Years.	Third Five Years.	Fourth Five Years.	Remainder of Life.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
15	0 19 4	1 3 5	1 7 11	1 13 1	1 18 10
25	1 3 6	1 8 7	1 14 5	2 1 4	2 9 7
35	1 10 4	1 17 2	2 5 6	2 15 8	3 8 4
45	2 4 6	2 14 8	3 7 4	4 3 6	5 4 3

By order of the Board of Directors,
W. WRIGHT, Secretary.

MEETINGS OF SCIENTIFIC BODIES.
IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.
Royal Geographical	21, Regent-street	Monday	9 P.M.
Entomological	17, Old Bond-street	Monday	8 P.M.
British Architects	43, King-st., Covent-garden	Monday	8 P.M.
Royal Medical and Chir.	53, Berners-street	Tuesday	8½ P.M.
Civil Engineers	1, Cannon-row	Tuesday	8 P.M.
Zoological	28, Leicester-square	Tuesday	8½ P.M.
Society of Arts	Adelphi	Wednesday	7½ P.M.
Geological	Somerset House	Wednesday	8½ P.M.
Medico-Botanical	32, Sackville-street	Wednesday	8 P.M.
Rl. Society of Literature	St. Martin's-place	Thursday	8 P.M.
Scientific Society	Charlotte-st., Bloomsbury	Thursday	8 P.M.
Royal	Somerset House	Thursday	8½ P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
Royal Astronomical	Somerset House	Friday	8 P.M.

PUBLIC COMPANIES.

MEETINGS.

Anti Dry rot Company	London Tavern	Jan. 5	2.
Reeth Consolidated Mining Company	Court-house, Leeds	7	4½.
Great Western Railway	London Tavern	9	11.
Polgine, Newton Moor, & Condurrow Co.	Mr. Pratchett's office, Liverpool	11	–.
London and Croydon Railway	London Tavern	12	1.
York and North Midland Railway	York	14	12.
London Parcels Delivery Company	Roll's-buildings, Fleet-street	14	–.
North American Colonial Association	London Tavern	15	1.
National Patent Salt Company	29, King's Arms-yard	15	–.
Mutual Life Assurance	37, Old Jewry	16	–.
Portsmouth & Farlington Water-works	15, St. Mary-axe	16	11.
Wheal Hennock and Christowe	On the Mine	17	12.
London and Brighton Railway	London Tavern	17	–.
Boringdon Park Mining Company	2, White Lion court	17	12.
Bissoe Bridge Mining Association	George and Vulture Tavern	17	12.
Rock Reversionary and Loan Society	71, Cornhill	19	12.
British Asphaltum	16, Bishopsgate-street	21	1.
Haytor Granite Company	22, Eastcheap, Tower-street	22	12.
South Metropolitan Gas-Light & Coke	London Bridge-house hotel	24	11.
Borough of St. Marylebone Bank	17, Cavendish-square	24	2.
Hibernian Mining Company	6, Austin-friars	Feb. 8	1.

CALLS.

West Wheal Jewel Mining Co.	1l.	Jan. 5	(See advertisement).
Sheffield, Ashton-under-Lyne, & Manchester Railway	2½l.	10	Rogers & Co.; and Smiths.
Ulster Canal Company	2½l.	10	Smith, Payne, and Co.
Glasgow, Paisley, & Greenock R.	2l.	12	As former calls.
London Trades Joint-Stock Bank	2l.	14	54, Gracechurch street.
Eastern Counties Railway Co.	3l.	14	As former calls.
British American Land Company	3l.	15	Glyn, Halifax, and Co.
Treburget Mining Company	2s. 6d.	16	6, Austin-friars.
Llanelly Railway and Dock Co.	10l.	17	43, Charing-cross.
Tyr Gunter & Cefn Cwse Colliery	9l.	17	London & Westminster Bank.
Kent Zoological & Botanical Gard.	1l.	21	Nicholas-lane.
Midland Counties Railway	10l.	21	As former calls.
Gravesend and Milton Cemetery	1l.	28	Spencer, Attwood, and Co.
Wheal Wallis Mining Company	10s.	31	Manchester & L'pool District Bk
Equitable Reversionary Interest	4l.	Feb. 5	Coutts and Co.
Canada Company	2½l.	12	Masterman and Co.
Rio de Amori Gold Stream Works	10s.	20	Martin, Stone, and Co.
Rhymney Iron Company	5l.	28	7, Laurence Pountney-lane.

DIVIDENDS.

Chelsea Water-works		Great Queen-st.	Jan. 7.
Bank of British North America	3 per cent.	7, St. Helen's-place	5.
West Cornwall Mines Investment Co.	1s. per share	Offices, Lond. & Truro	8.
East London Water-works		16, St. Helen's-place	10.
Colonial Bank	2½ per cent.	13, Bishopsgate-street	12.
National Loan Fund Life Association		26, Cornhill	16.
National Bank of Ireland	3 per cent.	15, Old Broad-street	14.
Reversionary Interest Society		17, King's Arms-yard	14.
South Australian Company		15, Bishopsgate-street	14.
Provincial Bank of Ireland	4 per cent.	42, Old Broad-street	15.
Southwark Bridge	1½l. per cent.	Queen-street-place	15.
Bank of Australia	4 per cent.	15, Aldermanbury	15.
St. John del Rey Mining Company	12s. per sh.	8, Tokenhouse-yard	15.
Grand Junction Water-works		Brook-street	15.
Cobre Copper Mines	2l.	26, Austin-friars	15.
Mexican and South American Company	5s. per share	19, New Broad-st.	16.
European Gas Company	Half-yearly	Finsbury-circus	Feb. 1.
National Cognac Brandy Distillery	5 per cent.	King-st., Snow-hill	–.
Argus Life Assurance	5 per cent.	89, Throgmorton-st.	–.

NOTICES TO CORRESPONDENTS.

It will save trouble to our Correspondents, and often some delay in the appearance of their communications, should they always furnish us in confidence with their names, without which no letter can appear in this Journal.

THE MINING JOURNAL,
And Commercial Gazette.

LONDON, JANUARY 5, 1839.

Among the various subjects which press forward their claims to our attention at the commencement of the present year, the position of the Great Western Railway, with relation to those subjects of inquiry which have been pending for the last few months, claims certainly a prominent place. In any future history of railway construction in this country, the Great Western will, undoubtedly, afford matter for a curious and instructive chapter, which may be perused with equal advantage by directors, shareholders, and engineers. The line itself is undoubtedly one of the finest which the country affords—one which stands equally conspicuous for its public advantages and its certainty of affording highly remunerative results. To so magnificent a prize public attention was accordingly directed at an early period of railway construction—capital was soon forthcoming—directors of the highest respectability were appointed, and, after a severe, protracted, and memorable contest in Parliament, the Act was finally obtained for the execution of the undertaking—a triumph which stimulated the progress of the railway system to so great a degree, as almost to form an epoch in its history.

In commencing an undertaking of such magnitude and expense, the necessity for caution and prudence, in all that regarded its construction, was obvious; and had this necessity received greater consideration, the late unpleasant events would certainly never have occurred. It is not an agreeable task to censure honourable and upright men for errors of judgment, which time and experience could alone bring to light; yet it is impossible to avoid seeing that any considerable deviation from the ordinary principles of railway construction, in an undertaking of such great magnitude, was a bold experiment indeed, and involved consequences of the highest importance both to the company and its engineer. To determine how far it is safe or prudent to venture out of the beaten track, to say precisely where the fair limit of experimental improvement ends, and the point of rash innovation begins, are nice themes of controversy, which we shall not here enter upon. In our opinion Mr. BRUNEL rather exceeded the former bound, although we are by no means disposed to join in the cry which has been raised against him, or to consider his errors of such magnitude as many have described them. In proposing the peculiarities which distinguish the construction of the Great Western Railway, Mr. BRUNEL was doubtless actuated by the most praiseworthy motives, and similar feelings could alone have influenced the directors in giving sanction to his propositions—while, it must be remembered, that the risk of failure is absolutely inseparable from the attempt to introduce improvement.

We are thus disposed to consider that the peculiarities of construction, which have occasioned so much animadversion, were correct and justifiable in principle, although, perhaps, carried to a somewhat hazardous extent in practice, yet, to our mind, great palliation may be found for this. If experiment be desirable in railway construction (and what engineer will assert that it has arrived at perfection?), there is scarcely a line in England more isolated from other lines, as regards the direction of its traffic, than the Great Western, and, therefore, better adapted for such experiment. Stretching across the country in a direction transverse to the course of most other lines—opening a communication between the two great ports of London and Bristol, and affecting only by its peculiarities the lines which traverse two, or perhaps in time three counties, in which railways can never become very numerous, the Great Western certainly offered strong inducement for experiments, which were elsewhere impracticable. Taking all these circumstances dispassionately into account, it does not appear to us that the exaggerated statements which have been put forward on the subject are at all borne out by facts, and that no further error can be attributed to Mr. BRUNEL than having carried into effect innovations somewhat greater than strict prudence may have warranted. Even as regards this, it must not be forgotten that much that has been said and written is merely matter of opinion, upon which even engineers are by no means well agreed, while we can hardly yet consider that the working of the system has had such a fair trial as would afford sufficient grounds for the formation of a decisive public judgment.

In considering the present position of this undertaking, it is obvious that the parties most deeply concerned are the shareholders, to whose property an immense, though we trust but temporary depreciation, has resulted. For this great depreciation we have never been able to discover any adequate cause; it has appeared to us rather to have arisen from the matter having been taken up with strong symptoms of party spirit—from the circulation of exaggerated statements on subjects which professional men alone could correctly estimate—in fact, from unfounded panic, rather than calm and rational consideration. The disputed points have now however, been submitted to high and competent authority, and investigated with care, and we doubt not, with impartiality also. The reports of Mr. NICHOLAS WOOD and Mr. HAWKSHAW are now before us, and will shortly come under the consideration of the assembled proprietors, when the future course of proceeding will no doubt be determined upon.

It would here be useless to enter at length upon the elaborate investigations, and the opinions, both practical and scientific, which are given in these Reports, and which are rather suited for the consideration of the engineer than that of the general reader. The proposition to reduce the guage to the ordinary standard is one which will doubtless excite much discussion, in making so important an alteration at this the eleventh hour; it should, however, be well considered, that although seven feet may be too wide, there

is equal reason to believe the customary distance of 5 ft. 8½ in. is too narrow, and that there is little utility in avoiding one extreme merely for the purpose of going to another.

Upon this very important subject, we observe, with regret, that the opinions of Mr HAWKSHAW and Mr. WOOD are at variance. Mr. HAWKSHAW observes, with reference to it—

"Having gone into the question of guage abstractedly from what has been done upon your line in connection with it, and debiting the system of a seven feet rail with such an increase of cost only as appears to me to be absolutely consequent on its adoption, I feel compelled to come to the conclusion, that there are no advantages to be obtained by adopting it, at all commensurate with the evils that will be consequent on the deviation; and for the reasons which follow, it is not desirable, in my opinion, to proceed with it, unless you were already committed to it in a pecuniary sense, to an amount that will outweigh all the objections to it, but which will be seen hereafter."

It appears, from Mr. HAWKSHAW's calculations, that the expense of altering the guage in the portion of the railway already completed would amount to 124,000*l.*, while he estimates the saving in the portion still unfinished would amount to 156,000*l.*, so that should we make due allowance for the uncertainty of engineering estimates, the two sums will nearly balance each other, and in a mere pecuniary point of view there is no very material difference in favour of either—certainly none which should be considered as decisive of the question.

Let us now refer to Mr. WOOD's view of the subject, which is concisely summed up in the following passage:—

"Almost all the results arising from these inquiries go to establish a conclusion, that seven feet is beyond that width which may be considered the best; but these investigations are far from conclusive, in the present state of our information, as to what other width is, under all circumstances, the most advisable to be adopted. Under these circumstances, and considering the great sacrifice of property which would result by the removal of the present rails, and the substitution of any other width, it appears to me that such a step would not be justified by the result of these inquiries. We have only determined one part of the proposition, viz., that seven feet is too great a width; we have not determined the most important section, *to what injurious extent it will operate practically.*"

It would here be out of place to enlarge upon the various technical points of construction touched upon in these Reports; it is, we think, plain, that improvement may be introduced in the remaining portion of the line, and very possibly also a greater degree of *economy*—a subject on which every shareholder must feel deeply interested, as influencing not only the amount of his calls, but also the ratio of his profits when the undertaking shall be at length completed.

Whatever plans may be adopted in future, there is one point on which we would insist in the strongest manner—that all party feeling be laid aside, that every question be considered on its own merits alone, which, with the ample evidence contained in the Reports alluded to, cannot now be a difficult matter. Sufficient time has elapsed to have dispelled the exaggeration and panic which prevailed a few months since, and the ill effects produced by them must now be evident to all. Should both the northern and southern shareholders approach the subject in a proper spirit, laying prejudice aside, and looking steadily to the good of the undertaking in which they are alike embarked, we have no doubt of seeing this great enterprise speedily placed upon a satisfactory footing, and rapidly progressing towards completion, while the shares will at once recover from their late depreciation (of which we are glad already to perceive symptoms), and maintain that position in the market which is due to the greatness and promise of the undertaking.

It must be familiar to most of our readers, that a considerable degree of scepticism has ever prevailed among the engineers of the Metropolis, as regards the performance of the Cornish steam-engines, the "duty" of which, as reported for many years past in the well-known Engine Reports of Capt. LEAN, has far exceeded that of any other engines in the kingdom. The great and increasing effect derived from the consumption of a given quantity of fuel, has been, indeed, of such an extraordinary nature as to excite suspicion even among the Cornish engineers themselves, and has thus led to the fact being repeatedly submitted to the most rigorous scrutiny, and established in the county beyond the shadow of a doubt, as well as in the minds of those engineers from other parts of the country, who have witnessed the experiments. The subject has often been brought forward also at the meetings of the Institution of Civil Engineers, and was treated upon in a very able paper by Mr. WICKSTEED, published in the first volume of the "Transactions" of that body.

The evidence of Mr. WICKSTEED (well known as engineer of the East London Water-works) fully confirmed the superiority of the Cornish engines—a testimony the more valuable as it resulted from a series of experiments in which he had been professionally engaged. This conviction has led during the last twelve months to the erection of a Cornish engine, of 80-inch cylinder, at the East London Water-works, of which circumstance the particulars are given in a letter from a Correspondent, which appears in another part of our columns, stating the complete success of the experiment. To this letter we would therefore recommend the attention of all those who are interested in the economical application of the steam-engine, and we hope that the engine in question will be visited and examined by the directors of all similar companies in the Metropolis, as to them especially such economy is most desirable, while the test of its efficacy, instead of being as before, remote and difficult of access, is now brought home to their own doors.

We observe that an Association of a very useful nature has lately been formed in the North of England, its object being to prevent the desertion of seamen, from which our merchant service is often so heavy a sufferer. To a great naval and mercantile power, every arrangement calculated to promote the efficiency of the merchant service must be of importance—and the one in question is calculated to be of great advantage in this respect. It is, we observe, promoted by several gentlemen of great respectability connected with the ports of Newcastle and Shields, and it will doubtless receive very general support from all who are interested in shipping, and may have suffered from the evil in question.

THE FUNDS.

CITY, FRIDAY EVENING.

Consols closed at 94⅛ ¼ for the opening. The Three-and-a-Half per Cent. Red. Ann. 100⅝ ¾ for money. Bank Stock 203 money. The premium upon Exchequer Bills 64 67. India Bonds 64 65 pm.

Old Portuguese Five per Cents 70 70½; New ditto 33 33½; and the Three per Cent. ditto 21⅛ ½. Spanish Bonds, with the May Coupons, 16⅝ ⅞. Deferred Bonds 7⅞. Brazilian Bonds 77⅞ 78. Colombian 26. Mexican Six per Cents 23⅝. Belgian Bonds 99⅛. Dutch Two-and-a-Half per Cents 54⅛ ¼ ex div. Old Fives 101⅜ ⅝. New Loan 100⅛ ¼.

Great Western Railway Shares 12⅞ pm.; Brighton 2⅞ dis.; Blackwall 1⅞ ⅛ dis.; Croydon 6⅞ dis., and scrip 2 dis.—Anti Dry-rot registered Shares 10½ 10 dis.—Colonial Bank Shares 4⅛ ⅞ pm.; London and Westminster 3⅞ 4 pm.; and London Joint-Stock 3⅛ ⅞ pm.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 94⅛ ¼; Exchequer Bills, 65 67 premium; East India Bonds, 63 65 premium; Dutch Five per Cents., 101⅞ 2; Ditto Two-and-a-Half per Cents., 54⅛ ¼; Portuguese Five per Cents. 33 ½; Ditto Three per Cents. 21⅛ ½. Railways:—Brighton, 2⅞ dis.; Great Western, 12 14 premium; London and Birmingham, 79 80 premium, New, 24 25 premium; Southampton, 45⅞ 5⅞ per share; New, 19⅞ 20 prem.; York and North Midland, par.

LONDON, JAN. 4.—The copper market has advanced within the last few days, and is very firm. Tin is also higher 3s. per cwt. Iron has likewise advanced in Wales 10s. per ton. The Lead market is firm. Spelter the same. Quicksilver 3s. 10d. per lb.

REDRUTH, JAN. 3.—Average standard, 117*l.* 8s. 0d.—Average produce, 7⅞.—Average price, 6*l.* 4s. 0d.—Quantity of ore, 4175.—Quantity of fine copper, 317 tons 10 cwt.—Amount of money, 25,789*l.* 2s. 6d.—Average standard of last sale, 116*l.* 17s.—Produce, 7⅞.

CORNWALL, DEC. 31.—Particulars of copper ores sold in Cornwall, in the quarter ending Dec. 31st, 1838:—Copper ore, 36,542 (21 cwts.)—Fine copper, 2915 tons, 16 cwts.—Amount of money, 224,597*l.* 2s. 6d.—Average standard, 111*l.* 10s.—Average produce, 8.—Average price (21 cwt.), 6*l.* 3s. 0d.

PRICE OF SHARES IN BIRMINGHAM.—Birmingham Banking Company, 21*l.* 10s.; Birmingham and Midland, 35*l.* 10s.; Town and District, 6*l.* 7s. 6d.; Gloucestershire Bank, 24*l.* 15s.; Manchester and Liverpool District Bank, 17*l.*; Warwick and Leamington Bank, 8*l.* 15s.—London and Birmingham Railway, 169*l.*; ditto, quarter shares, 29*l.* 15s.; Great Western, 77*l.*; Birmingham and Gloucester 24*l.* 12s. 6d. Midland Counties, 24*l.* 10s.; North Midland, 45*l.* 15s.; London and Brighton, 11*l.*—Anti Dry-Rot, 8*l.* 10s.

BIRMINGHAM METAL MARKET, JANUARY 2.—Copper and other metals have been looking up for several weeks past, and the following are the present prices for cash:—Manufactured Copper, 11¼d. and 12¼d. per lb.; Raw Copper, at the rate of 94s. per tile; Tin, common block, 87s.; Spelter, 25s.—*Midland Counties Herald.*

COPPER ORES.

Statement of the quantity of copper ores raised at the mines in Cornwall during the year 1838; their average produce, prices, copper, and value of the same:—

Date.		Quantity. (21 cwts.)	Prod. p. cent.	Fine Copper. Tons.	cwt.	Average Standard. £	s.	d.	Average Price. £	s.	d.	Amount. £
January	4	4131	7¾	314	7	111	5	0	5	15	0	23,618
„	11	3212	9¼	299	12	108	18	0	7	6	6	23,603
„	18	1952	6⅝	129	3	117	12	0	5	0	6	9,821
„	25	3192	7⅞	248	2	112	6	0	5	19	0	19,085
Feb.	1	2643	7¼	190	0	114	0	0	5	7	6	14,409
„	8	3907	7⅞	309	14	110	17	0	5	18	6	23,589
„	22	2084	8⅛	165	17	108	18	0	6	2	0	12,495
March	1	2558	7⅞	197	17	110	2	0	5	15	6	14,759
„	8	4256	7⅜	312	18	111	3	0	5	8	6	23,078
„	15	3640	8⅝	313	5	107	3	0	6	9	6	23,562
„	22	2457	7⅜	181	2	113	8	0	5	12	0	13,789
„	29	3321	7⅝	254	16	111	8	0	5	15	0	19,270
April	6	2749	7⅛	196	8	113	7	0	5	6	6	14,708
„	12	4015	8	318	16	110	17	0	6	2	0	24,304
„	19	1603	8	128	10	110	0	0	6	1	0	9,732
„	26	2624	7⅞	204	3	111	15	0	5	16	0	15,598
May	3	4128	7⅛	294	8	115	2	0	5	9	0	22,920
„	10	3446	8⅝	297	11	111	14	0	6	17	6	23,702
„	17	2954	7¼	215	1	113	13	0	5	9	0	16,322
„	24	3404	7⅞	263	0	111	0	0	5	17	0	19,839
„	31	2017	7⅛	210	1	114	0	0	5	7	6	15,928
June	7	3564	7⅞	281	8	110	13	0	5	19	0	21,339
„	21	2659	7⅞	210	16	109	4	0	5	17	0	15,700
„	28	2915	7¾	226	9	108	11	0	5	13	0	16,567
July	5	4261	7⅛	304	18	110	12	0	5	2	6	22,004
„	12	4091	8⅝	351	0	104	12	0	6	2	6	23,479
„	19	3215	7⅜	240	14	106	0	0	5	4	0	16,673
„	26	3212	7⅛	227	16	105	18	0	4	16	0	15,297
August	2	2708	7	191	15	106	18	0	4	14	6	13,059
„	9	3746	8¼	307	17	103	10	0	5	16	0	21,575
„	23	2341	8¼	194	3	105	16	0	5	19	6	14,103
„	30	2566	7¾	198	15	108	6	0	5	13	0	14,476
Sept.	6	4112	7¾	320	2	111	10	0	5	18	0	24,387
„	13	3625	9	326	5	109	1	0	7	1	0	25,608
„	20	3743	7¾	287	7	111	6	0	5	17	6	21,814
„	27	3059	7⅞	241	16	112	11	0	6	2	0	18,803
October	4	2810	7⅛	201	13	114	10	0	5	8	0	15,367
„	11	3160	8⅛	255	13	110	3	0	6	4	0	19,470
„	18	1854	8⅜	154	9	109	10	0	6	8	6	11,812
„	25	2907	8	231	6	109	9	0	6	0	0	17,429
Nov.	1	3958	7⅜	298	12	111	11	0	5	15	0	22,437
„	8	4040	9	363	10	107	18	0	6	19	0	28,225
„	22	4523	7⅞	357	18	110	8	0	5	19	0	27,175
„	29	3323	8	266	15	109	14	0	6	0	0	20,124
Dec.	6	2849	7⅛	202	2	114	16	0	5	8	0	15,370
„	13	3191	8⅜	263	4	113	10	0	6	12	6	21,102
„	20	1634	8⅜	136	2	114	15	0	6	14	0	11,124
„	27	2465	7⅞	194	12	116	17	0	6	3	0	14,960
1838		151,664	7⅞	11,871	2	110	15	0	5	18	0	895,780
1837		142,089	7⅞	11,209	1	103	12	0	5	15	6	822,516

Statement of the quantity of foreign copper ore sold in Swansea in 1838:—

	Quantity (21 cwts.)	Amount of money.	Average price per ton.
Chili	6989	£186,290	£20 15 0
Cobre	6761	150,129	22 5 0
Copiapo	1935	35,736	18 10 0
Cuba	970	19,230	19 16 6
Norway	1023	14,230	13 16 0
Mexico	156	1,485	9 10 0
Peru	40	119	3 0 0
	19,874	407,120	

Statement of the quantity of copper imported into France (principally British), during the following years, viz.:—

1835	6545 tons
1836	5116 „
1837	5609 „

PROCEEDINGS OF PUBLIC COMPANIES.

CARRIGAN MOOR MINES.

The adjourned special meeting of the adventurers in this mining company was held at the George and Vulture Tavern, Cornhill, on Friday, the 28th ult. The purpose of the meeting was to take into consideration the most expedient means of raising an additional capital for the further prosecution of the enterprise.

Mr. HEALE in the chair.

The CHAIRMAN having briefly stated the business for which the proprietors had been summoned, said that the prospects of the mines continued highly advantageous, but that notwithstanding great quantities of ore continued to be raised, there was not sufficient to discharge the liabilities of the company or continue the payment of the wages of the miners. This latter point was indispensable to maintain the credit of the company, for if the miners were not paid, they would be unable to discharge their bills, and thus the best interests of the company would be greatly injured. To avoid this the direction had made a proposition which would be submitted to the meeting for the issuing of the additional number of shares, to raise the required sum, or make a further call of 2*l.* 10s. per share.

The proposition of raising the sum, and the issuing of 500 shares at 5*l.*, to be paid down, was then read.

Mr. SMITH at some length pointed out the advantage that must necessarily accrue to the proprietary in general from the further prosecution of the undertaking, and he did not, however, hesitate to say, but what he believed ultimately it would turn out one of the best paying and most lucrative tin mines in Cornwall. Thus, having gone so far, there was another point to consider, which was, how was the sum now required to be raised? there were two expedients submitted to the meeting, one of issuing additional shares, the other of asking for another call. He would most certainly give the proposition for the first issue his earnest support.

A SHAREHOLDER complained that injustice had been done to the proprietary by the bringing forward of this proposition, and a greater injustice would be done if it was allowed to pass; could they imagine for a moment that parties who had fairly brought out the undertaking, and had paid large calls upon their shares, would like to agree to such a proposition, and as it was said that the mines which he believed would turn out to be most lucrative ones, should they, or ought they, after having thus worked so far, allow interlopers, because they wanted the sum of 2500*l.*, to come and take the greater share of the profits with the least expense.

Another SHAREHOLDER said he could testify to the very high character of the mine.

Several shareholders entertained different opinions to that advanced by Mr. Smith. They thought that the issue of new shares would deteriorate the value of the shares. Why not make a call and have it paid?—Another shareholder thought that it would be illegal. Under the rules and regulations of the company certain things were specified as the constitution of the company, and if the present measure was allowed, it would be altering illegally the constitution of the company.

A long recriminating conversation then ensued which lasted upwards of two hours, during which an insinuation was thrown out, that only two of the directors had brought forward this measure, and without the cognizance of the other three.

Mr. R. READ, in a very able speech, contradicted the insinuation made. He clearly proved that the proposition had been brought forward with the most kindly feeling on their part, and for the best interests of the company. The other directors never gave their attendance, and all the labour was upon the shoulders of himself and Mr. Heale.

The CHAIRMAN concurred in what had fallen from his brother director, and declared he was not bound to any course; he had not pledged himself either way; and he was happy to say he had not cost the company one farthing.

After further discussion, the proposition was put and carried by a majority. It was in substance this—"That 500 shares be issued at the sum of 5*l.* each, to be paid down, to raise the sum required by the direction."

COLONIAL BANK.

A half-yearly general meeting of the proprietors of this bank was held on Wednesday, the 2d inst., at the London Tavern, to receive the report of the proceedings of the corporation, and to take into consideration the declaration of a dividend; also for the election of five directors and one auditor. J. IRVINE, Esq., M.P., in the chair.

The Secretary (Mr. C. A. CALVERT) having read the advertisement convening the meeting, was directed by the CHAIRMAN to read the report. It stated the debts and assets of the corporation up to the 30th of June, 1838, to be as follows:—

DEBTS.	£ s. d.	ASSETS.	£ s. d.
Circulation	£85,853 3 6	Specie	£109,112 12 6
Deposits and other liabilities	336,673 11 7	Other assets	951,844 4 4
Paid-up capital	500,000 0 0	Preliminary expenses	18,393 18 7
Reserved fund	5,904 6 0		
Profit	16,074 15 4		
	£1,159,165 15 5		£1,159,165 15 5

The profit accruing to the corporation up to the 30th of June, 1838, for the half-year, was shown to be, after deducting all current expenses	£16,074 15 4
To which adding the amount of undivided profits left as a reserved fund	5,904 6 0
	£22,979 1 4
And from which deducting as the half-year's proportion of preliminary expenses	1,000 0 0
Left an amount of balance of	£21,979 1 4
From this amount of balance the directors recommended the proprietors to declare a dividend of 2½ per cent. for the half-year ending the 30th June, 1838, which was at the rate of 5 per cent. per annum on the paid-up capital. This would require	12,500 0 0
Which being deducted from the amount of balance, would leave a reserve fund of	£9,379 1 4

Great was the satisfaction the court of directors had in submitting such a prosperous state of affairs to the proprietary; and the business of the company was, it was evident, steadily and progressively increasing. The estimate was 4-5ths since the first commencement of the business of the company. The court of directors had also the pleasure of informing the proprietary that the subordinate offices of the company were well filled, and the duties faithfully discharged. With respect to the currency question, notwithstanding the government had not entertained the suggestions thrown out by the court of directors as to the amelioration of the late system, they had, however, to obviate any impediment that might occur to the working of the company, granted a supplementary charter, with powers which would cope with the alterations made, and in the end doubtless prove beneficial. The directors expected to be enabled to announce at the half-yearly meeting for the period ending January, 1840, a further increase resulting from this alteration in their charter. In conclusion, the directors recommended the declaration of a dividend of 2½ per cent. for the half-year ending 30th June, 1838.

Mr. D. SALOMONS rose to move the adoption of the report, and in so doing congratulated the proprietary on the state of the general affairs of the company. There were two points in the report laid before them that day worthy of special notice. The first was the evident increase in the circulation, and the second the increase in the deposit. It showed the transactions of the company were on a firm footing, and he had no doubt the ultimate result would exceed the most sanguine expectations. One point further he would only allude to which had not been touched upon in the report. It was the necessary increase of the business of the company, in consequence of the emancipation of the slaves. When the negroes in the West Indies were in a state of slavery the owners bought their supplies in London, which of course in some measure restricted the circulation, but since the negroes received wages they purchased their own provision, which must of necessity increase the circulation. After some further observations the hon. proprietor concluded by moving the adoption of the report.

Sir GEORGE CARROL seconded the adoption of the report, which was carried unanimously.

Mr. SAMUEL GURNEY before the meeting passed a vote of thanks to the directors, just wished to mention that he had examined the accounts, and never had he before seen such a satisfactory statement. The assets were in such a tangible shape that they showed the business of the company was carried on in a manner that reflected the greatest honour on the ability and industry of the directors. The dividends were not in this company, as in some companies he could name, paid out of the capital—

but out of real profits; and the directors, while they looked after the increase of profits, took great care of the capital.

A vote of thanks having been moved, seconded, and carried by acclamation, the dividend of 2½ per cent. was declared, and the directors re-elected, after which the meeting broke up.

SOUTH SEA HOUSE.

A quarterly general court of proprietors of South Sea stock was held at the company's house, in Threadneedle-street, on Wednesday, 2d inst.

C. Franks, Esq., in the chair.

The minutes of the last meeting were read and confirmed.

The Chairman then stated that the meeting had been called for the purpose of declaring the half-yearly dividend. The deficiency in the accounts was less than it formerly had been, which was caused by the rent which the directors had received from Lloyd's, and other persons, amounting to 371*l.* The expenses had also been somewhat diminished.

The accounts having been read,

Mr. Jones said they were, in his opinion, quite satisfactory, with this exception, that they did not set forth the amount of the compensation fund, or show whether the sums agreed to had been paid.

The Chairman said, the compensation fund was paid by the Government to the Commissioners for the Reduction of the National Debt, who invested it in the name of the company. The directors had no control whatever over it, and that was the reason why it formed no part of the accounts that had just been read. The amount was 286,997*l.* in the Three per Cents, partly in the Reduced, and partly in Consols.

A Proprietor.—In whose name does it stand?

The Chairman.—In the name of the South Sea Company, in the books of the Bank of England.

Mr. Jones thought it important that the proprietors should be made acquainted with the state of every portion of their funds.

Mr. Capel inquired whether the directors had received any answer from the Chancellor of the Exchequer to the memorial presented, complaining of the smallness of the amount allotted to the company as compensation for the repeal of the South Sea duties?

The Chairman said, the directors had not received any communication from the Chancellor of the Exchequer since the last general court. The chairman then declared a dividend in the usual form.

Thanks were then voted to the chairman, and the court adjourned.

LONDON DOCKS.

The half-yearly meeting of proprietors in this establishment was held at the company's house, Princes-street, Bank, on Friday, the 4th inst., for the purpose of receiving a report from the directors on the state of their affairs, and for the declaration of a dividend.

T. Cattley, Esq., in the chair.

After the minutes of the last court had been read, Mr. J. D. Powles, the secretary, read the report of the directors. It stated that in the half-year ending on the 30th of November last, 421 loaded ships from foreign ports had entered the docks, of the tonnage of 88,736 tons. In the corresponding period of 1837 there had entered the dock 392 loaded ships from foreign ports, of the tonnage of 86,399 tons—the increase in the past half-year being 2337 tons. The earnings had been in the last half-year 159,995*l.*—showing an excess over the receipts of the same period of 1837 of 20,849*l.* The dock expenditure in the last half-year had amounted to 98,136*l.*—being an increase of 11,455*l.* on the outlay in the same period of the previous year. An increase of business had, as usual, rendered additional outlay necessary for wages and labour. The quantity of goods in the warehouse on the 30th November last was 69,689 tons. At the corresponding period of last year it was 76,270 tons. The report after stating more in detail the financial affairs of the company, stated that the new jetty in the dock had been completed, and that the recommendation afforded had given great satisfaction to the shipping and commercial interests.

The balance-sheet was then read, and the directors recommended a dividend of 1*l.* 7*s.* 6*d.* per cent. on the capital stock of the company for the last half-year. The balance in favour of the company was given at 201,365*l.*, out of which were to be paid the half-year's dividend, 5000*l.* towards the cost of new works, &c. The report was adopted, the dividend agreed to, and after some discussion relative to the affairs of the company, the meeting adjourned.

MINING CORRESPONDENCE.

ENGLISH MINES.

ST. HILARY MINING COMPANY.

Dec. 29.—In the engine-shaft the lode is two feet wide, kindly, with stones of ore. In the seventy fathom level the lode is eighteen inches wide, composed of spar, with stones of ore. The seventy fathom level west is suspended for the present, to rise in the back of the said level. In the sixty fathom level east, in the back of said level, the lode is twenty inches wide, grey throughout. The winze in the bottom of the sixty fathom level is fifteen inches wide, very good for ore. In the rise, back of seventy fathom level, the lode is twelve inches wide, good for ore. C. H. Richards.

GWINEAR MINING COMPANY.

Dec. 29.—In the thirty fathom level, east of engine-shaft, the lode is four inches wide—good work. In the rise, back of ditto, the lode is six inches wide—good for tin. The twenty fathom level west is suspended. In the twenty fathom level east the lode is one foot wide, producing a little tin, of good quality. In the twenty fathom level, on Copper lode, there is no alteration. Three pitches in the ten fathom level have been set at 12*s.* in 20*s.*

C. H. Richards.

MOUNT'S BAY MINING COMPANY.

Dec. 28.—I was underground and inspected East Ding Dong yesterday. The lode now in the adit end, west of Bennetts' shaft, is a kindly, fine lode, in a beautiful strata. About two months' ago I put two young men to drive on a north and south lode, which is about 200 fathoms to the north of our main workings. In driving on this lode we have cut an east and west lode; the depth from the surface where this lode is cut is no more than five fathoms. I never saw a lode possessing finer properties at the same depth. By continuing to drive on the north and south lode about fifteen fathoms more, we shall cut another east and west lode. These discoveries will, of course, enhance the value of the mine materially. The Old Ding Dong is now as she has been for many years, very rich. We also shall have a good mine in depth. Edward Thomas.

HOLMBUSH MINING COMPANY.

Dec. 31.—We have again held our monthly setting on this mine, and have the pleasure to say that our tribute and tutwork was again set on satisfactory terms, particularly the former, as per setting list; eleven pitches were re-let, six of which varying from 4*s.* to 6*s.* 9*d.* in the pound. The cross-cut driving north, towards the lode, at the 100 fathom level, is extended north of engine-shaft seven fathoms five feet three inches, and continues driving in much the same species of ground as hitherto. The lode in the end of the eighty fathom level west is from six to eight inches wide, worth about one and a half tons per fathom. Driving west, at the seventy fathom level, we see but little alteration since our last report. Driving west, at the seventy fathom level, on Flap-jack lode, still presents a favourable aspect, and is from two to two and a half feet wide; its composition much as stated in my last, mundic, spar, and capel, and producing good stones of copper ore. Driving west, at the sixty-two fathom level, the lode is about two feet wide, worth from one and a half to two tons per fathom. The lode in the winze, below the fifty-two fathom level, is a good course of ore, worth about five tons per fathom. The lode in the stopes, at the back of the fifty-two fathom level, still presents a very productive appearance, worth about six tons per fathom. Driving west, at the forty fathom level, the lode does not exhibit so favourable an appearance as when last described, worth at present about two and a half tons per fathom. Driving west, at the thirty-five fathom level, the lode is decidedly encouraging, about fifteen inches wide, impregnated throughout with copper ore. The sampling of our thirtieth parcel has taken place this day, and, according to calculation, will weigh upwards of 150 tons, of good quality ore. F. Phillips.

VRELEIGH CONSOLS MINING COMPANY.

Dec. 29.—I have now the pleasure of telling you that our prospects are much improved since my last report. The back and bottom of the thirty fathom level has a good appearance for twenty fathoms long, particularly the bottom, where the lode is good going down, and from which I calculated on having this month from sixteen to twenty tons of ore. The ends below have a promising appearance. The shallow levels are without alteration. At Stanger the twenty fathom level end is now producing more than will pay its driving. In the thirty fathom level the lode is large, and likely to improve and exceed in value that of the level above. At Williams's we are driving on a large lode, east of the flucan, just under where the old men had ore in the back of the adit level; the lode being still near to the cross-course, we can say but little of its value, it is composed of ore and mundic, in a large spar and peach. W. Sincoon.

CORNUBIAN MINE.

Chiverton, Dec. 31.—I have to inform you that the lode at the forty fathom level east, on the south lode, still continues good; the ground has been hard, but it seems to be altering for the better. The same level west, there is very little lead in the lode. The same level west, on Chiverton lode, the lode is larger than when I wrote last, and this day there has been a good stone of lead broke from this level. At the thirty-two fathom level west there is a very good lode, worth about 25*l.* per fathom; if this lode continues, we shall break plenty of lead from driving this level. The twenty-four fathom level east, on Chiverton lode, we have lead, but the lode is not so good as it was before we cut the counter lode, mentioned in a former report. The same level west, on Chiverton lode, we have lead, but not so rich as it was before we cut the slide. In the sixteen fathom level west we have good stones of lead, and very kindly, and I expect that we shall have a good lode there before this week is at an end. We have now dressed about eleven and a half tons; undressed nine; broke underground four; in all twenty-four and a half tons. We have weighed off the last parcel to day, and it is nineteen tons 18 cwt., which will be sent to Tamar this week, to be ready for the smelting works. John Borlase.

EAST WHEAL STRAWBERRY MINING COMPANY.

Dec. 31.—Not having yet got through the elvan course in the new engine-shaft, there is not any alteration in the ground since our last report. At the twenty-four fathom cross-cut the ground is still moderately easy for driving; there now remains about four fathoms three feet to drive, which will occupy the men about a month more to reach the new engine-shaft. The lode in the winze sinking below this level, is about eighteen inches big, tolerable work for tin. Very little having been done in the last week in the thirty-five fathom level, in consequence of the water having been in, I have not any thing to say worthy of notice. The engine is working nine strokes per minute, the water being very quick, which is straining for flat-rods. Not having approached the lode at Boundary, in cross-cutting south, at the eleven fathom level, there is nothing new to communicate. On Saturday we sold a parcel of tin at Calenick smelting works, amounting to 61*l.* 10*s.* 6*d.*, the particulars of which, with a remittance, have been forwarded you. F. Evans.

TAMAR SILVER LEAD MINING COMPANY.

Dec. 31.—The engine-shaft is sunk nearly five fathoms under the 135 fathom level, and the lode continues very promising, and to yield some orey work. In extending the 135 fathom level south, the lode is upwards of three feet big, with a branch about seven inches big, producing good and saving work. Driving south, at the 105 fathom level, the lode is of the same size, and producing a little lead. In the ninety-five fathom level going south, the lode at present is hard and unproductive. Going south, at the eighty-five fathom level, the lode has rather improved since my last, being now from two to three feet in width, and yielding some very good work. The tributers in the seventy five end having driven their stent at the date of my last, no alteration can consequently be reported. To-morrow will be setting-day, when I will hand you a report of all the bargains and pitches that may be let. The parcel of silver lead ores, computed fifty-eight tons, was sold on Wednesday last to Messrs. R. and W. Michell, at 11*l.* 11*s.* per 21 cwt. dry weight. Mark James.

PERRAN CONSOLIDATED MINING COMPANY.

Dec. 26.—At Windus' Flat-rod engine-shaft, during the last week, we have been changing (or altering) the pitwork, which was found necessary to prepare larger lifts for this wet season; all being now put in order we are going on sinking speedily, and in a favourable stratum of ground. At the fifteen fathom level, driving south, we have of late made but little progress, on account of the men having been employed at capstan, about changing the pitwork, &c.; according, however, to the little that has been done there, we find the ground to be very soft, and out of which there is issuing a large stream of water, and in the course of operations, some rich stones of lead are found; we are of opinion that something valuable is at hand. Anthoney's lode at this level, driving east, is becoming much more promising; it continues its size, four feet wide, letting out much more water than heretofore, and producing more lead; all this we consider encouraging, and had we not been hindered here also from the causes assigned, we believe greater prospects ere this would have presented themselves. At Rose we are driven from driving the fifteen fathom level, in consequence of the wetness of the weather, and thereby filling the workings with water. R. Rowe.

WEST WHEAL JEWEL MINING ASSOCIATION.

Dec. 31.—At Buckingham's engine-shaft we have been squaring down the ground to engine-shaft size, putting in timber, which will occupy the whole of the present week. The thirty fathom level east, on Flen-trap lode, is about eighteen inches wide, composed of spar, spotted with black and yellow ores. The forty-two south ground is speedy, and the end is within four fathoms of the first branch cut in the levels above. The thirty east, on the south branch, is about ten inches wide, producing half a ton of ore per fathom. The south adit shaft is sunk about nine feet under the deep adit—ground hard. At Wilkinson's engine-shaft the lode is about two and a half feet wide, composed chiefly of fluor-spar, peach, &c., and small bunches of black, grey, and red ores, with tin on the north wall, as stated in our last report. We are within three fathoms of the deep adit level; until we are down and able to drive upon the course of the lode, more cannot be fully stated about it. The Great Gossan lode is about two and a half feet wide, composed of spar, peach, &c., spotted with yellow ores. M. Williams.

UNITED HILLS MINING COMPANY.

Redruth, Jan. 1.—No alteration in the twenty-five fathom level since last reported. The lode in the winze, in the thirty-five fathom level, is eighteen inches wide, with stones of ore. In the stopes in the bottom of this level the lode is four feet wide, still very good for ore. No lode yet discovered driving south at the adit level. In the stopes in the back of this level the lode is three feet wide, ore of a good quality. In the ten fathom level the lode is eighteen inches wide—promising. In the twenty-seven fathom level the lode is two feet wide—poor. In the eastern shaft, under the thirty fathom level, the lode is three feet wide—coarse in quality. No lode broken in the eastern end of the 36 fm. level since last week. In the western end the lode is three feet wide, orey throughout. In driving east in the forty fathom level, east of old diagonal shaft, the lode is three feet wide, producing but little ore. In the western end the lode is four feet wide, two feet of which producing ore of a fair quality. Nothing done in the eastern end from old diagonal-shaft since last week, in consequence of the water. In Williams' shaft the lode is five feet wide, orey throughout. C. Penrose.

REDMOOR CONSOLIDATED MINING COMPANY.

Dec. 29.—Having this instant completed the monthly setting here, and after a careful survey of the underground operations, I beg to hand you the following short (but I trust satisfactory) report:—Johnson's Flat-rod engine-shaft I find to be sunk 8 fms. 2 ft. 6 in. below the sixty fathom level; we have to-day contracted to complete the same to the seventy fathom level, at 16*l.* per fathom. It affords me much pleasure in being able to state that the appearances of this shaft very much exceed any thing we had calculated on finding at this part, although our opinions were always favourable for the next level. The lead lode at present shows only a part of its size in the eastern end of the shaft, which is about one foot wide, and very rich for silver lead ores. We have also been of late breaking from a split of Johnson's lode (in this place) some excellent work for tin. This lode, together with such a favourable strata of ground, holds out the greatest hopes of successful results, and by the next setting, we expect to complete the shaft to the seventy fathom level. In the sixty fathom level north, and in Johnson's whim shaft, rising from the back of that level, I consider the lode to be worth from 15*l.* to 20*l.* per fathom. The expense of driving, &c., is about 5*l.* per fathom. At the fifty fathom level, the lode is small, and at present poor. The forty fathom level both in the north and south ends, we have promising levels. We have now set to raise tin from the back of the sixty fathom level, on Johnson's lode, and hope soon to make some good returns. You will please excuse the brevity of this report, it being now very near post time, but in conclusion I beg to say, that in my opinion I have never seen Redmoor mines looking so encouraging as at the present time, and with regard to our parcels of ores next for sale, we find the produce to be much higher than any former parcels, which confirms our views that the ore in depth is becoming of much richer quality. A detailed account will be forwarded you by Capt. Harper, in the usual way. R. Rowe.

Callington, Dec. 31.—Johnson's flat-rod engine-shaft is sunk 8fms. 2ft. 6in. below the sixty fathom level, and the appearance of the lead lode, and also that of the tin lode, in the shaft, are much the same as stated in my last of the 24th inst.; the dip of the former is nearly parallel with that part of the shaft, as it has gained but little to the west since it first made its appearance in the shaft; part of the lode still presents itself clear of the timber as hitherto, which is about one foot big, very rich for silver lead ores; the ground is favourable for sinking, and of an excellent character for mineral. We are now under the necessity of close timbering the shaft, which occupies a great portion of the men' time, and impedes the progress of sinking. The rise in the back of the sixty fathom level is now up about four fathoms; the lode continues to look well, being from eight to ten inches in width, good work for silver lead ores. At the south end, on the lead lode, at this level, we have suspended for the present, and applied the men to stope the back of Johnson's lode east of lead lode. Driving east on the latter, at this level, the lode continues much the same, about one foot big, showing a little tin. The lode in the fifty fathom level north is at present rather in a disordered state, being divided into different branches, and are yielding but little ores. In the north end, at the forty fathom level, the lode has a promising appearance, from ten to twelve inches in width, saving work for lead ores. Going south, at this level, no alteration since my last. At the north mine nothing new can be reported. We held our monthly setting on Saturday last, the 29th inst., and set eleven pitches, and four whose time is not out until the setting for February, making in all fifteen in number, varying from 2*l.* 10*s.* to 9*l.* per 21 cwt., dry weight. S. Harvey.

TINCROFT MINING COMPANY.

Dec. 26.—I beg to say that the 142 east of engine-shaft, 110 east of Martin's east shaft, and the stopes in the back of the 110, continue equally good, as has been reported for some time past, both for copper and tin. Since my last I have set a pitch in the back of the 100 fathom level, east of Martin's east shaft, at 4*s.* 6*d.* tribute. The seventy-two east and west, on the Highburrow south lode, are looking well for tin. Our tribute department is on the whole looking better than last week. Our copper ores last sampled, according to our assays, will fetch upwards of 50*l.* W. Paul.

WEST CORNWALL MINING COMPANY.

Wheal Elizabeth Mine, Jan. 1.—There has not been any particular alteration in this mine since I wrote you last. We have not opened any further on the lode at the forty-three fathom level since my last report, because the sumpmen have been cutting a plat at the engine-shaft to the forty three fathom level, also cutting a cistern plat, and put the cistern in, and fixing the standing lift in it; they finished this work to-day. To-morrow we shall put four men to each end to drive north and south. At the thirty-three fathom level, the south end, the lode is about one foot wide—good work. The north end is poor at present; we have a level driven at the thirty-three fathom level, towards Devonshire's shaft, to hole to it. J. Tregoweth.

ENGLISH MINING COMPANY.

Great St. George, Jan. 1.—I send you herewith the setting report for January, to which I must beg to refer you for the present state of our various underground operations. By the tutwork report you will find that all operations in that department of the south mine are suspended, with the exception of the western eighty fathom level, which is now driving by six of the sumpmen—the reason of this I will explain. The influx of water has been so great that nothing of consequence has been done at the ninety cross-cut during the whole of the past month; and very little in either of the ends in the eighty fathom level on the course of the lode; the water being still above the eighty fathom level, with but little chance of any considerable abatement for some time to come, it was thought well to discharge the whole of the tutwork men, with the exception of the six already named, who, when the water will admit of it, will be employed in driving the western end.

H. Humphries.

FOREIGN MINES.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

Rio de Janeiro, Nov. 3.—The gold troop, under the charge of Mr. Allcock, arrived here on the 29th ult.; the treasure we have received by it we embark in her Majesty's ship *Electra*, to sail in about a week or ten days, and now enclose bill of lading, the amount being 116 lbs.

Naylor, Brothers, and Co.

Gold produce from 9th to 20th October (eighteen days)—Stamps, 12 lbs. 9 oz. 10 dwts. 23 grs.—21 lbs. 1 oz. 18 dwts. 18 grs.—Total from 1st July to 29th October, 304 lbs. 7 oz. 4 dwts. 16 grs.

ST. JOHN DEL REY MINING COMPANY.

Morro Velho, Oct. 23.—The sinking in the Bahu goes on steadily, and will, I have no doubt, before the rains cause much inconvenience; we shall have provided two depths of stopes, of five feet each, which will set us at ease during the rainy season. The Gambu shaft and adit both are now in regular course, and I hope out of danger from any serious interruptions from the rains. A new whim is erected at Crickett shaft, and will be ready to go to work this week; then will come the repairs of the Warre stamps, amalgamating barrels, underlie shaft work for the Bahu, &c.

J. C. Herring, Jun.

CANDONGA MINING COMPANY.

Oct. 13.—*Mina Mestre Shaft.*—In driving on the cross-course south, or towards the run of the old bottoms, the ground is harder than we have been accustomed to find it on this course, but still the stone is nearly of the same quality, and that in Northey's cross-course in the bottoms. Our present progress is about the rate of ten fathoms per month. In driving north, on the same cross-course, the ground is more favourable.

Thirty-seven Fathom Level East.—The ground is much the same as mentioned in my last report.

Deep Shaft.—We continue our workings in this place, but up to the present time we have not cut the branch.

Deep Adit.—We have had a slight alteration for the better.

J. Dalley.

The tenor of the foregoing report does not seem to offer to your notice any novelty whatsoever. True, you are now in possession of our progress, which does not seem to be so rapid as we could desire. I am not aware that any thing from me, as to elucidating our present position, would help you to an additional understanding of the difficulties under which we labour. This morning I have noticed that the ground is more "weepy"—surely not an unfavourable sign, since, from this, we may feel certain that by each succeeding step we are unwatering the spot whence we were driven by the circumstances which have already been made known to you.

A. F. Goodridge, M.D.

BRAZILIAN COMPANY.

Cata Branca, Oct. 24.—I had hoped the last week's gold report would have been better, but from an accident to the pump we were for three days prevented from hauling the western lode; indeed, in the mine we have to contend with innumerable difficulties, and which will, if anything, rather increase until the holing to the deep adit be accomplished.

Oct. 30.—In handing you the weekly documents, it is right that I should explain the cause of the greater than usual deficiency in our stamping, and consequently poor gold report. Having secured a good stock of timber, we have almost the entire week been employed putting it in westward, during which time it was of course impossible to work under. From the Olho Major to the extreme west, with the exception of eight pieces, the safety stull is complete, and I have to-day commenced sinking the engine-shaft. The little which has been sent to the stamps from the Ouro Fino ground has certainly shown a falling off, thereby proving its legitimacy, varying in quality at different horizons. I am glad to say that at last we have all but a few pieces for the hoppers in for the new engine, and that that heavy work is going on more satisfactorily; it will be ready in time for the mine (say 1st of January), before which I trust Messrs. Mackay and Co., whom I have directed so to do, will have secured us some fifty, at least, able hands, so that, when ready, the mine may not stand fast for want of ore. I will secure what is necessary to keep every stamphead at work, night and day—the propriety of which measure I hope you will agree in.

W. Cotesworth.

Gold return, from 13th to 26th Oct., 12 lbs. 7 oz. 2 grs.

NATIONAL BRAZILIAN MINING ASSOCIATION.

Cocaes, Oct. 29.—Since our last, under date of 18th inst., we are very happy to inform you that all our operations, both underground and at the surface, have proceeded very favourably, and that our produce is pretty good, and our prospects at present very promising. In continuing on the railroad level north, we found that the horse which intervened between the third and fourth beds united, and on accurately examining the underlie of both beds we found it must terminate in going downwards very shortly; also, we accordingly opened a stopes, and on excavating about four feet we found it no longer existed, and the samples from the point of the horse in both places are highly favourable. On taking its underlie, after the junction, we found that we had driven the cross cut at the ten fathom level 3fms. 2ft. too far, and that in coming back that distance we should be in the hard stone; notwithstanding, we stoped the end we were formerly driving, and commenced on it; for three fathoms it continued hard, and we begun to be apprehensive the stone did not continue, and that it would destroy the veins, but we pushed on, and just as the end was in about five fathoms from the cross-cut the ground suddenly changed without any visible cause, and on the samples being washed which were taken they looked even more favourable than those above. The end has since been driven about sixteen and a half feet, and the samples still continuing beautiful, we have this morning commenced opening a stopes on it to take away the ground standing between this and the railroad level north. No foot wall has yet made its appearance in the tramroad level west, and the lode now in the end coming up is highly flattering; we are pushing it with all speed, and we have now put Englishmen to drive it in order to make greater progress for the purpose of driving a level upon the footwall.

Produce from the 2th to 18th of October, 11 mcs. 18 grs; ditto, from the 18th to 29th of October, 16 mcs. 2 oz. 1 oit. 32 grs.—Total 37 mcs. 2 oz. 1 oit. 50 grs.

British Waterproofing Company.—Among the new companies that have appeared before the public, our attention has been directed to the above, established at 432, West Strand, for the purpose of rendering cloths waterproof, and at the same time admitting the escape of perspiration. We have seen samples of the cloth, and find that it answers perfectly the statement set forth by the prospectus, and we have no hesitation in stating, that it perfectly excludes wet, and consequently conducive in preventing those ailments inseparably incident from exposure to a damp climate.

Accident on the North Union Railway.—As one of the trains was on Friday morning proceeding to Preston, the engine which was attached to it came in contact with another engine that was remaining stationary on the line between Wigan and Parkside. The two engines were very much shattered by the concussion, but no further injury happened to any of the passengers, with the exception of a few slight injuries on the face, which some of them received by their heads being jolted against the carriages. One person, we are told, suffered the loss of three of his teeth.

WEST CORK MINING COMPANY.

We inserted last week a short and, as we have been informed, erroneous account (copied from the *Morning Chronicle*) of the cause which has lately occupied so much time in the Irish Court of Chancery relating to this company. We now subjoin a few of the leading facts of the case:—

Mr. Serjeant Greene, Messrs. Pennefather, Q.C., Blackburne, Q.C., Warren, Q.C., Brooke, Q.C., Armstrong, and H. Martley appeared as counsel for the plaintiff in the original bill; and Messrs. Moore, Q.C., Smith, Q.C., Keatinge, Q.C., Collins, Q.C., and Lane for the defendant. The respective agents were Mr. H. Staines for the plaintiff, and Mr. J. S. Moore for the West Cork Mining Company, represented by the defendant, Mr. Vigers, as managing director, and Mr. Bothamley, an English solicitor, was also present on the part of the company.

The original bill was filed in 1837, by Joseph Pike, an executor of the late Lord Audley, to recover the balance of purchase-money due on foot of a contract entered into by Lord Audley with Joseph Pike, by which contract his lordship agreed to make a lease for sixty-one years to the latter of the mines and royalties of his estates in the county of Cork, upon being paid a sum of 165,000*l*. Pike entered into this contract for the purpose of forming a joint-stock company, to be called the West Cork Mining Company, and the proposed capital was to be 165,000*l*., the purchase-money of Lord Audley's mines. Lord Audley agreed to take 55,000*l*. worth of shares in the proposed company, subject, however, to no calls; but the remaining 110,000*l*. was to be paid him in money, as the instalments were paid up, except 25,000*l*., which was to be left with the company for three years as a working capital. The company was formed (the whole, excepting two or three, of the shareholders being English), and from time to time upwards of 55,000*l*. had been paid upon foot of the purchase-money to Lord Audley or his creditors. The plaintiff's bill now sought to enforce payment of the balance, and the cross bill impeached the contract as grounded upon gross fraud practised by Lord Audley and Pike, and sought to have the money already advanced returned to the shareholders.

The evidence and arguments offered on behalf of the plaintiff were for the purpose of showing that the mines and quarries were well worth 165,000*l*., and all imputation of fraud was denied. Reference was made to the report of Mr. Griffith, the eminent engineer, in 1819, in which he spoke of the rich quality of the ore found in the mines, and to other reports made by miners, &c., in which they gave a favourable opinion as to the benefits likely to result from working the mines of copper, and opening the slate quarries. In 1824 Lord Audley, seeing himself in embarrassed circumstances, made a lease to the Irish Mining Company for thirty-one years at what is called a royalty rent of 1-12th, that is to say one clear twelfth of all the ore raised, cleaned, and fit for smelting. The Irish Mining Company abandoned the mines in 1831, after having sustained a loss of upwards of 13,000*l*., and Lord Audley took a surrender of the lease in 1832. The plaintiff's bill charged that the Irish Mining Company had not worked the mines with skill, or the result would have been different, and that but few parts of the estate were explored by them, contrary to an express proviso in their lease. It also referred to favourable reports of the mines made by the directors up to 1828. The bill then proceeded to advert to the formation of the West Cork Mining Company, in 1834, and denied the existence of fraud in the undertaking, or that the purchase-money for the lease, 165,000*l*., was exorbitant, or beyond the fair value. It referred to the alleged statements made by Mr. Vigers himself up to 1836, in which he alleged that their interest in the mines exceeded the purchase-money; and to evidence the sincerity of his opinion he offered at that period to buy the shares of any shareholder who was dissatisfied with the concern.

Upon the part of the company, it was represented that Lord Audley had reason to know the mines and quarries were of little or no value, and had been worked by himself up to 1822, with a loss of nearly 8000*l*. That as to the opinion of Mr. Griffith, he had occasion to change it in 1824 or 1825, and such change of opinion had been distinctly communicated to Lord Audley. That the Irish Mining Company of Ireland, with a capital of half a million, had worked the mines from 1824 to 1831, with skill and energy, as was proved by those in their employment, and yet had lost upwards of 13,000*l*. upon the undertaking. Lord Audley could not allege anything to the contrary, for in a clause in the surrender of the lease, he, under his own hand, stated that the mines had been worked with zeal and energy by the Irish Mining Company. It was true that the reports of this company up to 1828 spoke favourably of the results to be expected from the working of the mines, but from 1828 to 1832 the reports were decidedly unfavourable, and the event showed that they were valueless. In 1833 Lord Audley employed two valuators named Adam Murray and Dixon Holmes, to value the estate, and the former estimated the mines at 20,000*l*., and the latter at 15,000*l*. Lord Audley subsequently offered the whole estate, land, mines, tithes, and all for 100,000*l*., but could not procure a customer at this price. The cross bill then charged that the proceedings connected with the formation of the West Cork Mining Company, were the result of a fraudulent conspiracy between Lord Audley and Joseph Pike, to obtain from deluded and deceived shareholders that money which no individual could have been found foolish enough to advance. The cross bill stated that, in February, 1834, Joseph Pike, when he entered into the contract for a lease with Lord Audley, was his lordship's private and confidential agent, and continued so up to the time of Lord Audley's death in January, 1837. The terms of this contract were evidence of fraud, for Joseph Pike was to be the managing director of the proposed company, at a salary of 800*l*. a-year, and was to have the appointment of all the officers until otherwise ordered by the directors. The directors themselves were to receive each a present of fifteen shares (out of those reserved to Lord Audley), and this bonus amounted to 750*l*. for each director, who thereby was not called upon to stake any property in the concern, and was not likely to oppose the wishes of the individual from whom he obtained a present equivalent to 750*l*. It was proved that several of the directors did sell their shares. The cross bill then adverted to the steps taken by Joseph Pike for procuring the act of parliament, and to a plan resorted to by the professional gentleman engaged in passing the bill, by which several members of the House of Commons were enticed away from the house while the bill to which they were hostile was being passed. The Act of Parliament itself provided that the directors should not be removed until after the year 1838, unless by a general meeting—that meeting, however, to be convened by themselves. The cross bill charged that Lord Audley secretly transferred in February, 1835, 500 shares, equal to 25,000*l*. to Joseph Pike, and although it was said by the plaintiff that this was a free gift from Lord Audley in gratitude for past exertions, such could not be the fact, as Lord Audley was too embarrassed a man to give any such sum of money without an equivalent consideration. In May, 1835, Lord Audley transferred 95 shares to T. Pike, brother to plaintiff, and auditor of the company, which were not as yet accepted, but which had never been repudiated, and such acceptance was not necessary to give validity to the transfer. Of the seven directors, one was the partner of the plaintiff, Joseph Pike; another the solicitor of Lord Audley; a third the tutor of his lordship's children; and thus four of the seven were directly under his control—a most glaring fact, particularly when it was considered how long they were to be in office. As to the alleged statements made by Mr. Vigers in July or August, 1836, up to that period he remained in ignorance of the true state of the company, and this was fully proved by his offering to take the shares of any member dissatisfied with the company. Mr. Vigers became a director early in 1836, and it charged in the cross bill, that when he discovered a part of the frauds which had been practised, he resigned his directorship in October, 1836, and in the same month filed his bill in the English Court of Chancery, and also obtained an injunction, verified on oath, preventing the directors from paying any further money to Lord Audley on foot of the contract, and restraining Lord Audley from receiving any further sums of money. Lord Audley during his lifetime never attempted to set aside this injunction. Mr. Pike, as his executor, came over to Ireland and proved the will here, instead of in England, where all the shareholders resided. An injunction was then obtained by Mr. Vigers from the Lord Chancellor of England, restraining Mr. Pike from proceeding further with his suit in Ireland; but he did not obey the injunction, and having struck out all the other defendants to the bill, he retained as sole defendant a Mr. Charles Elkington, stated to be a mere agent of his own, elected at his instance a director in 1837, and this was done with the alleged purpose of getting a decree in Ireland, behind the backs of those really interested in the suit. Elkington came over to Ireland, put in his answer, without being served with any subpoena, and in his answer substantially admitted all that the plaintiff, Pike, required. On an application, however, being made to the Master of the Rolls, it was consented that the name of Elkington should be struck out as a defendant, and that Mr. Vigers should be substituted, in order that he might, on behalf of the company, be at liberty to make a *bona fide* defence.

The Lord Chancellor stated that the mode in which the case had been transferred from the English Court was most extraordinary, and that he should have no difficulty, if it were a mere question of dismissing the bill, but the cross bill required a great deal more; he entirely concurred with the law laid down by the counsel for the company, but he thought he ought to have the opinion of a jury, and suggested that he should stay the proceedings, and that the plaintiff in the cross bill should bring his action at law for damages.

The parties seemed disposed, however, to leave the entire question to be decided by his lordship, as the expense of further proceedings would be so heavy, and most of the witnesses resided in England. They each stated they would give his lordship a definite answer in a few days.

RAILWAY INTELLIGENCE.

London and Brighton Railway.—A jury were sworn before Mr. Palmer, the under-sheriff, at Brighton, last Thursday week, to inquire what price should be paid by the company to T. R. Kemp, Esq., for 15 acres 4 roods of his land, which was required to be taken for the purposes of the railroad. Mr. Kemp claimed 34,000*l*. for the price of the ground, and 10,000*l*. for compensation for injury likely to be done to adjoining property. Mr. Thesiger, with whom was Mr. Clarkson, conducted the claimant's case, and Sir W. Follett and Mr. Austen appeared for the company. The inquiry lasted two days, and on the Friday night the jury returned their verdict, awarding 10,000*l*. for the land, and 2950*l*. as compensation for damage—total, 12,950*l*.

Railroad to Goole.—We understand that the plan for forming a railroad from the North Midland to Goole—taking Doncaster in the line—is again revived. The idea is, to bring it on the north, instead of the south side of Doncaster, as originally intended; and, coupling this alteration with another deviation in the line, by which all annoyance to gentlemen's seats will be avoided, it is hoped, that the opposition against it, when first started, will be obviated. We understand that Mr. Vickers, chairman of the board of directors of the Sheffield and Rotherham Railway, has had interviews with some of the landowners on the subject, who are disposed to forward the project—to which Earl Fitzwilliam is also favourable.—*North Derbyshire Chronicle.*

Box Tunnel.—The excavation of the Box Tunnel has almost ceased in some parts. In the shafts Nos. 6, 7, and 8, there are but few men enabled to work, the shafts contain such a quantity of water. The contractors are, however, erecting at No. 7 an additional steam-engine of 50-horse power, whose work will be entirely to pump the water from the shaft. We hear that at No. 6, also, a steam-engine will be immediately erected for the same purpose. A powerful locomotive engine is daily running on the open cutting from Thingley, in the parish of Corsham, to Patterdown, drawing a long train of tram waggons after it; this has caused the work to proceed with much greater rapidity.—*Bristol Mercury.*

Railroad from Ashover to Clay Cross.—We understand that arrangements are in progress for commencing operations for forming the line from Ashover to join the North Midland Railway near Clay Cross forthwith. The line has been surveyed, levels taken, plans made, and agreements have been entered into with nearly the whole of the landowners on the line for its passing through their property. The completion of the line will be attended with important results by opening a communication for the transit of lime and grit-stone from the quarries, with which Ashover abounds.

PURCHASES OF COPPER ORES AT REDRUTH,

December 27.

Purchasers.	Mines.	Tons	Total	Price.	Amount.	Total Amount.
				£ s. d.	£ s. d.	£ s. d.
Mines Royal	United Mines	..	21½	6 6 6	....	135 19 9
2. Freeman & Co.	Consolidated Mines	30		13 2 6	338 15 0	
—	United	96		7 19 6	765 12 0	
—	....	39		6 9 6	252 10 6	
—	....	64		6 11 6	420 16 0	
—	....	21½		6 6 6	135 19 9	
—	....	34		2 5 0	67 10 0	
—	Great St. George..	83		2 14 6	226 3 6	
—	....	68		3 12 0	244 16 0	
—	Fowey Consols....	100	559½	6 8 6	684 10 0	3201 0 9
3. Grenfell and Co.	United	101		4 13 6	472 3 6	
—	....	99		5 15 6	568 4 0	
—	....	82		4 16 0	393 12 0	
—	....	53		6 3 0	325 19 0	
—	Great St. George..	75		4 15 0	356 5 0	
—	....	63		3 5 0	204 15 0	
—	....	54		3 17 0	207 18 0	
—	....	46		3 0 0	138 0 0	
—	....	44		6 4 6	273 18 0	
—	....	41		7 0 0	287 0 0	
—	....	38	665	5 7 0	203 6 0	3371 0 6
4. Sims, Williams, Nevill, and Co.	United	39		6 9 6	252 10 6	
	Wheal Perran	40		5 19 6	239 0 0	
	...	35		8 0 6	280 17 6	
—	...	36	144	4 9 0	158 16 0	965 16 0
5. Williams and Co.	Consolidated Mines	87		7 8 6	645 19 6	
—	....	86		9 0 0	774 0 0	
—	....	84		5 15 6	485 2 0	
—	....	82		8 10 0	697 0 0	
—	....	74		7 4 0	532 16 0	
—	....	60		8 5 0	349 5 0	
—	....	68		5 10 6	375 14 0	
—	....	67		6 2 0	408 14 0	
—	....	66		5 10 6	364 13 0	
—	....	30		13 2 6	393 15 0	
—	....	2		49 12 0	99 4 0	
—	Fowey Consols....	102		5 1 0	515 2 0	
—	....	90	916	5 15 0	539 7 0	6420 11 6
6. Vigurs and Co.	United	..	99	9 7 0	925 15 0	925 15 0
			2495			£14,560 5 6

SALE OF COPPER ORES AT REDRUTH.

Sampled, Dec. 19, and Sold at Andrew's Hotel, Redruth, Jan. 3.

Mines	Tons	Price £ s. d.	Purchasers	Mines	Tons	Price £ s. d.	Purchasers
Consols.	90	8 12 6	Williams.	United H.	28	4 14 6	Vivians.
ditto	88	5 14 0	Vivians.	S. Roskear	99	5 9 6	Nevill & Co.
ditto	85	5 13 6	Williams.	ditto	62	4 12 0	P. Grenfells.
ditto	81	7 18 0	——	W. Chance	54	7 12 6	——
ditto	77	5 8 6	Vivians.	Wh. Gerry	24	4 9 6	——
ditto	76	7 4 0	Nevill & Co.	Dolcoath	73	10 4 6	Nevill & Co.
ditto	75	10 1 6	——	ditto	47	6 14 0	——
ditto	73	5 7 6	Freemans.	ditto	46	3 11 6	Williams.
ditto	72	5 12 6	Vivians.	ditto	36	2 13 0	——
ditto	71	5 12 0	Freemans.	ditto	30	2 5 0	P. Grenfells.
ditto	70	7 19 6	Nevill & Co.	Fowey C.	99	7 3 6	Williams.
ditto	65	6 11 6	Freemans.	ditto	81	5 9 0	Freemans.
ditto	54	4 15 6	Vivians.	ditto	51	8 1 0	Williams.
ditto	52	17 13 0	Williams.	Trewavas.	92	7 9 6	——
ditto	48	6 9 0	——	ditto	72	8 5 6	——
ditto	4	14 15 6	Freemans.	S. Basset	92	6 11 0	Vigurs & Co.
N Roskear	118	5 15 6	Vivians.	ditto	46	4 9 6	Williams.
ditto	107	6 12 6	——	ditto	29	5 5 6	——
ditto	100	7 3 6	——	Tincroft	56	5 9 6	Vivians.
ditto	90	5 19 6	——	ditto	49	3 15 0	Williams.
ditto	87	6 6 6	——	ditto	30	7 9 0	——
ditto	80	2 15 6	——	Wh. Lydia	63	4 6 0	——
ditto	74	7 9 6	Vigurs & Co.	S. Towan	53	6 8 0	——
ditto	56	7 17 6	Vivians.	Hallenbea.	56	5 7 6	Vivians.
E.W.Crofty	93	5 2 6	Freemans.	ditto	30	6 6 6	Williams.
ditto	63	3 19 6	——	East Pool	62	7 3 6	Nevill & Co.
ditto	72	4 14 0	——	ditto	31	4 16 6	P. Grenfells.
Longclose	87	5 10 6	Mines Royal	S. Caradon	70	6 3 0	——
ditto	66	5 12 6	——	W. F. Con.	45	2 6 0	——
United H.	64	4 16 0	Williams.	Wh. Jewel	29	5 15 6	Williams.
ditto	61	3 13 6	——	ditto	12	9 10 6	Mines Royal
ditto	60	10 1 6	——	W. Harriet	37	6 14 6	P. Grenfells.
ditto	47	4 12 6	——	W. Sparrow	30	5 9 6	Vivians.
ditto	42	11 12 6	Mines Royal	Wh. Tolgus	21	4 5 0	Freemans.
ditto	41	3 16 0	Williams.				

TOTAL PRODUCE.

Mines	Tons	Amount £ s. d.	Mines	Tons	Amount £ s. d.
Consolidated	1077	£7393 19 0	Tincroft	180	£565 6 6
North Roskear	718	4654 17 0	Wheal Lydia, South Towan	116	764 19 6
East Wh. Crofty, Longclose	488	1980 16 6	Hallenbeagle	96	434 15 6
United Hills	340	2109 6 6	East Pool	93	593 17 6
South Roskear, Wheal Chance, Wheal Gerry	239	1340 18 6	South Caradon	70	377 10 0
Dolcoath	231	1279 9 0	West Fowey Cons.	45	103 10 0
Fowey Consols	231	1434 3 6	West Wh. Jewel	41	289 10 6
Wheal Trewavas	154	1206 14 0	Wh. Harriet	37	239 16 6
South Wh. Basset	127	694 17 0	Wheal Sparrow	30	164 5 0
			Wheal Tolgus	21	89 5 0

Average standard, 117*l*. 8s.—Average produce, 7¾.—Average price, 6*l*. 4s. 6d.—Quantity of ore, 4173.—Quantity of fine copper, 317 tons 10 cwt.—Amount of money, 25,786*l*. 1s. 6d.—Average standard of last sale, 116*l*. 17s.—Produce, 7¾.

Copper ores for sale on Thursday next, at Andrew's Hotel, Redruth. Mines and Parcels.—Carn Brea Mines, 149; Wheal Friendship, Treverton Downs, and Wheal Prosper, 509; Wheal Buller and Wheal Beauchamp, 356; Fowey Consols, 272; Treasvena, 249; Marazion Mines, 241; Levant, 210; Tolcarne, 190; Providence Mines, 149; Wheal Busy, 112; Wheal Providence, 110; Trefoil, 61; Wheal Speed, 79; Trevaskus, 60; Wheal Treweath, 44; Treverrian, 30.—Total, 3274.

Copper ore for sale on Thursday week, at Pearce's Hotel, Truro. Mines and Parcels.—Treasvena, 1031; Consolidated Mines, 510; Wheal Jewel, 307; Wheal Unity Wood, 270; Fowey Consols, 260; Cook's Kitchen, 255; Hallenbeagle, 210; Polldice, 130; Carharrack and Wheal Maiden, 122; Wheal Julia, 73; North Hallenbeagle, 39.—Total, 3432.

PRICES OF MATERIALS IN CORNWALL

AS SUPPLIED AT THE PRINCIPAL MINES IN THE FOLLOWING MONTHS.

	7 & 8	9 & 10		7 & 8	9 & 10
Common iron, per cwt.	9s 6d	10s 0d	Ditto machine	13s 0	13s 0d
Half-inch square ditto, and five-eighths	10 6	11 0	Iron-wire ditto	3 6	3 0
Best tough whim chain	30 0	30 0	Iron-wire work, per foot.	1 0	1 6
Boiler plates	14 6	14 6	Board nails, per cwt.	19 9	19 6
Hoop iron	13 0	13 6	Half-board ditto, per 1000	5 4	5 0
Nail rods	12 0	12 0	Hatch ditto	3 6	3 6
Miners' shovels	33 0	31 0	Half-hatch ditto	2 0	2 6
Charcoal iron	15 0	15 0	Linseed oil, per gallon	3 4	3 4
Gunpowder, per 100 lbs.	38 0	38 0	Rape ditto	3 7	3 7
Leather, per lb.	2 0	2 0	Birch, per foot	1 6	1 7
Coals, per ton, at quay	14 0	14 6	Pine,	1 0	1 6
Candles, per dozen lbs.	5 7½	6 4	Sheet lead, per cwt.	24 6	24 0
Tallow, per cwt.	50 0	50 6	Barrow heads	10 0	10 0
Ropes	36 0	36 0	H 2 steel (112 lbs.)	32 0	32 0
Flat ropes	38 0	38 0	3s. nails	19 5	19 6
Hemp	0 4	0 4	Pick hilts	1 6	1 6
White yarn, per lb.	0 4½	0 4½	Shovel hilts	1 0	1 0
White rope	0 4½	0 4½	White ground lead	32 0	32 0
Brass-wire sieves, each	4 4	4 4	Red lead	30 6	30 6
			Best rolled iron	11 0	11 0

*** The figures at the top of the columns refer to months—as 9 Sep., 10 Oct., &c.

METEOROLOGICAL JOURNAL, 1839.

Dec.	Thermometer.	Barometer.	Dec.	Thermometer.	Barometer.
Thursd. 27	from 31 to 40	29,55 to 29,87	Monday 31	31 .. 39	30,26 .. 30,43
Friday.. 28	27 .. 40	30,07 .. 30,21	Tuesday 1	29 .. 30	30,22 .. 30,20
Saturd. 29	23 .. 45	30,11 .. 30,12	Wednes. 2	43 .. 48	29,96 .. 29,96
Sunday 30	42 .. 52	30,06 .. 30,06			

Wind S.W. Except the 27th, 28th, and 31st ultimo, generally cloudy, with frequent rain. Rain fallen ,475 of an inch.

Edmonton. Charles Henry Adams.

PRICES OF SHARES AT LIVERPOOL.

		£	s.	d.			£	s.	d.
Liverp. & Manch. Railway	100	204	0	0	Leicester & Swanning. do.	50	73	0	0
Ditto Quarters	25	48	10	0	London and Southampton	50	45	10	0
Ditto New Halves	50	72	0	0	New shares	20	40	0	0
Manchest., Bolton, & Bury Railway and Canal	70	70	10	0	York and North Midland	20	20	5	0
Manchester & Birmingham	10	19	15	0	Birmingham and Derby	20	....		
Ditto Extension	3½	4	7	6	Ulster	5	....		
Birkenhead and Chester	25	32	15	0	Liverp. & Har. W. Works	250	482	10	0
Chester and Crewe	15	14	10	0	Bootle ditto		220	0	0
Bolton and Leigh ditto	100	64	10	0	Liverpool Coal Gas		372	0	0
Warrington & Newton do.	100	....			Liverpool New Gas & Coke	100	200	0	0
Kenyon and Leigh ditto	100	....			Exchange Buildings	100	162	0	0
Wigan Branch ditto	100	....			Ocean Assurance Company	10	6	10	0
North Union	75	70	10	0	Liverp. Marine Assur. Co.	20	9	0	0
St. Helens & Runcorn Gap	100	....			Bank of Liverpool	12½	23	17	6
Grand Junction ditto	100	205	0	0	Manchester and Liverpool District Bank	15	15	17	6
Ditto Half shares	10	44	0	0	Royal Bank of Liverpool	500	703	10	0
London and Birmingh. do.	90	169	10	0	Commercial Bank of Liver.	10	20	2	6
Quarter shares	5	29	5	0	Union Bank of Liverpool	10	13	10	0
Leeds and Manchester do.	50	67	10	0	Liverpool Banking	10	11	2	6
Hull and Selby	10	....			Albion	35	26	12	6
Midland ditto	50	34	10	0	Northern & Central Bank of England	10	3	0	0
North Midland ditto	58	55	10	0	Commercial Bank of Engl.	5	5	10	0
South Eastern	9	4	7	6	North & South Wales Bank	10	10	5	0
Birming. & Gloucester do.	40	26	0	0	Bank of Manchester	10	12	12	6
Great Western Railway	65	76	10	0	Wilts and Dorset Bank	10	....		
Eastern Counties	10	8	5	0	East of England Bank	10	7	10	0
Edinburgh and Glasgow	10	9	10	0	Borough Bank	7½	10	5	0
Edinb. Leith, & Newhaven	5	....			South Lancashire Bank	7½	7	0	0
Glasg., Paisley, & Greenock	6	5	7	6	Royal Rock Ferry	20	7	17	6
Ditto, Kilmarnock, & Ayr	5	....			Monk's (Woodside)	17	7	17	6
London and Brighton	14	10	17	6					

CORN EXCHANGE, January 4, 1839.

Wheat....p. Qr.	70s to 84s	Malt....p. Qr.	58s to 68s	Oats....p. Qr.	26s to 34s
Rye	48s to 52s	Peas	38s to 51s	Bran	8s to 9s
Barley	36s to 45s	Beans	32s to 44s	Pollard	14s to 20s

AVERAGE PRICE OF GRAIN, per Quarter.

Wheat	Barley	Oats	Rye	Beans	Peas
78s. 2d.	37s. 5d.	26s. 3d.	52s. 6d.	40s. 11d.	43s. 8d.
AGGREGATE AVERAGE FOR THE LAST SIX WEEKS.					
76s. 1d.	35s. 5d.	25s. 2d.	46s. 5d.	41s. 6d.	42s. 10d.
DUTY ON FOREIGN CORN.					
1s. 0d.	9s. 4d.	8s. 3d.	1s. 0d.	8s. 0d.	5s. 0d.

FLOUR, per Sack.

Town made	65s to 70s	Essex & Suffolk, on board	55s to 60s
Seconds	60s to 65s	Norfolk and Stockton	50s to 55s

PRICES OF SEEDS.

Linseed	45s to 63s per Qr.	Coriander Seed	13s to 21s per Cwt.
Ditto Cake	14*l* 14s per 1000	Clover Seed	red 56s to 100s do.
Rapeseed	34*l* to 35*l* per Last	Ditto	white 60s to 95s do.
Ditto Cake	6*l* 10s per ton	Mustard Seed,	11s to 15s per Bushel.
Carraway Seed	45s to 48s per Cwt.	Ditto	brown 15s to 22s do.

SMITHFIELD, Friday, January 4.

To sink the offal—per 8lb.

Beef ....3s. 8d. 4s. 0d. 4s. 6d.	Veal ....4s. 0d. 5s. 0d. 5s. 6d.
Best Down & Polled Mutton....5s. 2d.	Pork ....4s. 2d. 5s. 2d. 5s. 4d.

Head of Cattle on Monday—Beasts, 2216; Sheep, 17,590; Calves, 76; Pigs, 478.

Head of Cattle this day—Beasts, 665; Sheep, 4390; Calves, 130; Pigs, 390.

NEWGATE AND LEADENHALL.—By the Carcase.

Beef ....3s. 0d. 3s. 6d. 4s. 0d.	Veal ....4s. 4d. 5s. 0d. 5s. 8d.
Mutton ....3s. 4d. 3s. 9d. 4s. 4d.	Pork ....3s. 8d. 4s. 4d. 5s. 4d.

ROMFORD.

Oxen ....3s. 8d. 4s. 4d.	Lambs ....-s. -d. -s. -d.
Cows and Heifer....2s. 2d. 3s. 4s.	Pigs ....4s. 4d. 5s. 0d.
Sheep ....3s. 8d. 4s. 8d.	Calves ....5s. 0d. 6s. 0d.

FROM THE LONDON GAZETTE,

Tuesday, January 1.

INSOLVENT.

Dec. 31—Mary Wells, Rotherwick, Hampshire, grocer.

BANKRUPTS.

T. Stevens, Sidney-street, Mile-end-road, tailor. [Cumming, Old Jewry.
J. Schofield, High-street, Shoreditch, licensed victualler. [Wright, Golden-square.
H. Briggs, Chatham and Newington, grocer. [Hindmarsh and Son, Jewin-crescent.
J. W. Davis, Hertford, draper. [Tilleard and Son, Old Jewry.
R. Tuck and R. Beck, Poultry, hairdressers. [Cotterill, Throgmorton-street.
W. Clark, Upper Thames-street, lead merchant. [Dawes and Sons, Angel-court.
W. Bartley, Liverpool & Egremont, money scrivener. [Taylor & Co., Bedford-row.
J. Thorp, Stockport, currier. [Coppock, Cleveland-row.
A. Wharton, Batley, Yorkshire, joiner. [Strangways and Walker, Barnard's-inn.
W. Morgan, Bristol, carpenter. [Adlington, Gregory, and Co., Bedford-row.
G. Hind, Bishop's Waltham, Hampshire, draper. [Lys and Mullins, Tuck's-court.
D. Maddock, Liverpool, victualler. [Vincent and Sherwood, Inner Temple.
T. Yates, Welshpool, Montgomeryshire, scrivener. [Rice, Verulam-buildings.
G. Walters, Haverfordwest, cattle dealer. [Rees, Haverfordwest.

Certificates to be granted, unless cause be shown to the contrary, on or before Jan. 22.

H. Lloyd, Old Bond-street, hosier.—J. Wright, Liverpool, grocer.—R. S. Irish, Worcester, wine merchant.—R. Aman, Northampton, cabinet maker.—T. Eatough, Blackburn, Lancashire, provision dealer.—W. Drake, George-street, St. Giles's, licensed victualler.

Friday, January 4.

BANKRUPT.

R. Nuttal, Tottington Lower-end, Lancashire, farmer. [Clarke and Medcalf, Lincoln's-inn-fields.

Certificates to be granted, unless cause be shown to the contrary, on or before Jan. 25.

G. Miles, Stroud, Gloucestershire, clothier.—S. Westray, Stockport, Cheshire, grocer.—R. Lewis, Holyhead, mercer.—J. Cawthron, Bolingbroke-row, Walworth, oilman.—E. Docker, Birmingham, coffee-mill manufacturer.

COAL MARKET, LONDON.

MONDAY.

Prices of coals per ton at the close of the market.—Bensham 18—Burdon 22—Chester 19 6—East Percy 19 6—Gosforth 14—Hebburn Main 22 6—Pelton 17 6—Pontop Windsor 22—Pradhoe Main 21—South Beaumont 18 6—South Hartley 19 6—Townley 19—Wylam 22—Walls End Clarke and Co. 20 6—Heaton 23—Hilda 22—Holywell 21 9—Newmarch 21 9—Belmont 24—Braddyll's Hetton 24 9—Eppleton 24 6—Hetton 24 6—Lambton 24 9—Stewart's 24 9—Whitwell 23 9—Hartlepool 24 9—Clarence Hetton 21 6—Seymour Tees 23 6—Tees 24 3—Victoria Tees 23 3—Nevill's Llanelly 26—Staveley Main 21 6—Devonshire 22.—Ships arrived, 71.

WEDNESDAY.

Carr's Hartley 20 6—Cheshire 20—South Hartley 19—Wylam 21 6—Walls End Killingworth 22 6—Newmarch 21 6—Belmont 23 3—Braddyll's Hetton 23 9—Hetton 24—Lambton 24—Stewart's 24 3—Whitwell 22 9—Russell 23 6—Cowpen 23—Tennant 23—Victoria Tees 22 9—Brampton 16—Nevill's Llanelly 26—Sidestone W. sea 18 3—Staveley Main 21 6.—Ships arrived, 129.

FRIDAY.

Dunn's Bensham 17—East Percy 19—Holywell Main 20 6—Ord's Redheugh 17 6—Wylam 21 6—W. E. Clarke and Co. 19—Killingworth 22 3—Walker 22 3—Braddyll's Hetton 23 9—Haswell 23 6—Lambton 23 9—Whitwell 22 6—Deanery Hetton 19—Tees 23—West Tees 21—Devonshire 22—Holywell Main 20.—Ships arrived, 63.

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Bank Stock, 8 per Cent.	203½	203½ 2¾	203½ 2¾	203½ 2¾	202½ 3	203
3 per Cent. Red. Anns.	93¼ ⅛	93¼ ⅛	93¼ ⅛	93⅛ ¼	93¼ ⅛	93¼ ⅛
3 per Cent. Consols	....	....	....	....	....	....
3½ per Cent. Anns. 1818.	....	....	....	....	100⅝	100⅞
3 per Cent. Anns. 1726.	....	....	....	....	....	....
3½ per Cent. Red. Anns.	100⅞ ⅝	100⅞ ⅝	100⅞ ⅝	100⅞ ⅝	100⅞ ¾	100⅞ ⅝
New 3½ per Cent. Anns.	102 1⅞	101⅞	102 1⅞	....	102 1⅞	....
New 5 per Cent.	....	....	....	....	....	....
Long Anns. 1860.	14⅞	14⅞	....	14⅞	14⅞	14⅞
Anns. for 30 Years 1859.	....	....	14⅞	14⅞	14⅞	....
Ditto 1860.	....	....	....	....	....	....
India Stock, 10½ per Cent.	....	....	....	....	....	....
South Sea Stock, 3½ per Cent.	....	....	....	....	....	....
Ditto Old Ann. 3 per Cent.	....	....	....	....	....	....
Ditto New Ann. 3 per Cent.	....	....	....	....	....	....
3 per Cent. Anns. 1751	....	....	....	....	....	....
India Bonds, 3 per Cent.	61 p	....	62 64 p	62 p	64 p	64 66 p
Exchequer Bills, 2d. £1000.	65 63	65 66 p	66 64	64 66	66 64	64 67
Ditto £500.	65 63	65 66	66 64	64 66	66 64	64 67
Ditto Small.	65 63	63 66	66 64	64 66	66 64	64 67
Ditto Com. 2¼	....	3	....	....	....	....
3 p. Cent. Cons. for Ac. Jan. 18	93⅛	94	93⅞ 4	93⅞ ⅛	93⅞ 4	94⅛
Bank Stock for Op. Jan. 17	....	....	203½	....	203½	....
India Stock for Ac. Jan. 17	262	....	....	263	....	....

BANK OF ENGLAND.—TRANSFER BOOKS.

	Shut.			Open.		
Consols	Wednesday,	Dec.	5,	Wednesday,	Jan.	16, 1839.
New 3½ per Cent.	Tuesday,	,,	4,	Wednesday,	,,	16,
3 per Cent. 1726	Thursday,	,,	6,	Thursday,	,,	10,
New Five per Cent.	Friday,	,,	7,	Wednesday,	,,	23,
Annuities for terms of years	Friday,	,,	7,	Wednesday,	,,	23,
East India Stock	Tuesday	,,	4,	Thursday,	,,	17,
South Sea Stock	Friday,	,,	7,	Wednesday	,,	9,
New South Sea Annuities	Thursday,	,,	6,	Tuesday,	,,	8,
3 per Cent. Annuities 1751	Thursday,	,,	6,	Tuesday,	,,	8,

FOREIGN STOCKS.

	Saturday	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Austrian, 5 per Cent.	107½	....	....	....	....	....
Belgian, 5 per Cent.	....	99⅞ ⅛	99⅞ ⅛	99⅞	....	99⅞
Brazilian	....	77⅞	....	77⅛ 8	77⅞	77⅛ 8
Ditto, 1829	....	....	....	....	....	75⅞
Buenos Ayres, 6 per Cent.	....	....	....	....	....	....
Cuba, 6 per Cent.	....	....	....	....	....	....
Chilian, 6 per Cent.	....	....	26 5½	....	....	26
Colombian, 6 per Cent.	....	....	25½	....	....	....
Ditto, 1824, ditto	25⅞ ½	25⅛ ½	....	25⅞ ⅞	25⅞	....
Danish, 3 per Cent.	....	....	75	....	....	....
Greek, 5 per Cent.	....	....	....	....	....	....
Ditto, 1825, 5 per Cent.	....	....	....	....	....	....
Mexican, 5 per Cent.	....	....	....	....	....	....
Ditto, deferred do.	....	....	....	....	....	....
Ditto, 1825, 6 per Cent.	22½	....	23½	....	....	23⅞
Ditto, def. do. 6. per Cent.	....	....	....	....	....	....
Neapolitan, 5 per Cent, 1824	....	....	....	....	....	....
Peruvian, 6 per Cent.	....	....	18	....	....	....
Portuguese, 5 per Cent.	....	69	....	70	70½	70½
Ditto, New 5 per Cent.	30⅞ ⅞	30⅞ ⅞	31⅛ ⅛	31⅛	31⅛ ⅞	32⅞
Ditto, 3 per Cent.	19⅞ 20	20	20½	20½	20½ ⅞	21½
Prussian, 4 per Cent.	....	....	....	....	....	....
Russian, 1822, 5 per Cent.	....	112½	....	....	....	112½
Spanish, 5 per Cent. Consols	16⅞ ⅞	16⅞ ⅛	16½	16⅞ ⅛	16⅞	16⅞ ⅛
Ditto, passive	....	....	....	....	....	....
Ditto, deferred	....	7⅛ ⅞	7⅛ ⅞	7⅛	7⅞	7⅞
Dutch, 2½ per Cent.	54⅞	54⅞ 5⅛	54	53⅞ 4½	54	54⅛ ⅞
Ditto, 5 per Cent.	100⅞ 1	101⅛	101⅛	101⅛ ⅞	101⅛ ⅞	101⅞ ⅞
Ditto, New, 1837	....	....	....	99⅞	....	100½

FRENCH FUNDS.

	Paris Dec. 29	Dec. 31	Jan. 2	Jan. 3	London Dec. 29	Jan. 2	Jan. 3
5 per Cent. Ann.	109f. 85c.	109f. 75c.	110f. 0c.	....	109f.	110f.	110f. 25c.
Ex. on Lond. 1 m.h.	25f. 15c.	25f. 15c.	25f. 17½c.	....	25f. 40c.	25f. 40c.	25f. 40c.
ditto 3 mths.	25f. 0c.	25f. 0c.	24f. 97½c.	....	....	....	....
4½ per Cent. Ann. Exchange	....	....	....	....	....	....	....
4 per Cent. Ann. Exchange	101f. 90c.	101f. 90c.	101f. 90c.	....	....	....	....
3 per cent. Exchange	79f. 65c.	79f. 65c.	79f. 55c.	....	79f. 25f. 40c.	....	....
Bank Shares	2630f.	2635f.	2670f.	....	....	....	....

IRISH FUNDS,

Jan. 3, 1839.

Bank Stock		196	Royal Canal Stock				33
Government Debentures 3½ per ct.		92½	Patriotic Insurance	10	0	0	5¾ ½
Ditto Stock 3½ per ct.		92⅞	Provin. Bank of Ireland	25	0	0	
Ditto New 3½ per ct.		100⅞	Hibernian Bank	25	0	0	24½
Ditto ditto, reduced 4 per ct.		99½	Grand Canal Stock				29
Consols 3 per ct.		92⅞	Mining Co. of Ireland	7	0	0	12⅞
City Debentures 4 per ct.		65	City of Dublin Steam Co.	100	0	0	115
Exchequer Bills 2½d per diem		23	Kingstown Railway	60	0	0	3½

AMERICAN FUNDS.

Redeemable.	London	America	Redeemable.	London	America
New York 5 1858		103 5	Louisiana 5 1844, 7, 50, 2.	96½	
5 1860			Mississipi .. 6 1861, 6, 71		
.. 1860			INCORPORATED BANKS. Per Cent.		
Pennsylva. 1839, 40, 41			United States 8 1866	24⅞	120 1
.. 1846			Louisiana State .. 10 1870		
.. 1853, 4	92½ ½		Bank of Louisiana 8 1870		
.. 1856	95		N. Orleans, Canal & B. Co.		
.. 1858			City Bank		
.. 1860, 62	95½ 6		New York Life and Trust 5		
.. 1863	95 6		Tenessee Planters 9		97 100
Maryland 5 1870			Mississippi.. 10		98 100
Ohio 6 1850		110½	Exchange at New York		110

COURSE OF EXCHANGE.

FRIDAY, Jan. 4, 1839.

	Prices printed	Prices negotiated on 'Change.			Prices Printed	Prices negotiated on 'Change.	
Amsterdam	12 4½	12 3	12 3½	Seville	36	—	—
Ditto at Sight	12 2	12 1	12 1½	Gibraltar .. p. h. d.	48	—	—
Rotterdam	12 4½	12 3½	12 3½	Leghorn	31	30⅞	30⅞
Antwerp	12 5½	12 2	12 2½	Genoa	25 80	25 65	25 67½
Hamburgh Mcs. B.	13 10	13 8½	13 9	Milan	31	—	—
Altona	13 10	— —	— —	Venice,.. p. 6 A. L.	48	—	—
Paris, 3 days' sight	25 35	25 28	25 30	Naples	40	40½	—
Ditto	25 65	25 50	25 55	Palermo	119 oz	119½	—
Marseilles	25 70	25 60	— —	Lisbon	5 ½	53½	53⅞
Frankfort on Main	151½	150½	150½	Oporto	53½	53½	53⅞
Petersburg p. ruble	10⅞	11	—	Rio Janeiro	35½	—	—
Berlin .. cur. doll.	7 0	—	—	Bahia	36	—	—
Vienna eff .... fl.	10 7	10 4	10 5	Buenos Ayres	—	—	—
Trieste ditto	10 9	10 5½	10 6	Dublin	1⅛	—	—
Madrid	36⅞	36⅞	—	Cork	1⅛	—	—
Cadiz	36⅞	37½	37½	Madras	—	—	—
Bilboa	36	—	—	Calcutta	—	—	—
Barcelona	36	—	—	New York & Philad	46½ 6	—	—

PRICES OF METALS.

		£	s.	d.			£	s.	d.
Copper, Brit.—Cake	ton	98	0	0	Iron, Brit.—Pig, No. 1	ton	6	0	0
Tile	do.	94	0	0	Bar ton 9 15 0 to		10	10	0
Sheets	lb.	0	0	11⅛	Do. Carg. in Wales		9	10	0
Bottoms	do.	0	1	0	Bolts	ton	11	0	0
Foreign—S. Am. (dy. 27s. cwt.) bd.	ton				Nail Rods	ton	11	10	0
Tin, Brit.—Blocks	cwt	4	6	0	Hoops	ton	13	0	0
Bars	do.	4	8	0	Sheets, single	ton	14	0	0
					(Others in proportion.)				
Plates, common to best, per box. { I.C. 1 12 0 to		1	14	0	Foreign—Swedes, cn. bd.	ton	13	15	0
I.X. 1 18 0 ..		2	2	0	for Steel, (var. mks.) ton 14 0 0 to		25	0	0
I.X.X. 2 4 0 ..		2	8	0	Duty 30s. per ton, Russian com.	ton	13	10	0
Wasters of the above Mks. 2s. less, all others 6s. less.					P.S.I.	ton	15	0	0
(Others in proportion.)					C.C.N.D.	ton	19	0	0
Foreign—duty 30s. per cwt { Banca, bd.	cwt.	3	18	0	Steel, Brit.—Blistered, (various qualit.) ton 25 0 0 to		45	0	0
Straits, bd.	cwt.	3	16	0	Shear do. do. 45 0 0 ..		54	0	0
Bars, bd.	cwt.	3	15	0	Cast do. do. 45 0 0 ..		54	0	0
Lead, Brit.—Pig	ton	20	0	0	Foreign—Duty 20 per cent. { Swedes in kgs. bd.	ton	18	0	0
Sheet	ton	21	10	0	Do. Faggots bd.	ton	19	0	0
Shot	ton	24	0	0	Milan bd.	ton	20	0	0
Red	ton	22	0	0	Spelter, For.—Cakes (dy. 2l. p. ton.) .. bd.	ton	19	15	0
White (dry)	ton	30	0	0	English Sheets		29	0	0
Do. (gd. in oil)	ton	32	0	0	Quicksilver—(dy. 1d. per lb.) bd.	lb.	0	3	1⅛
Litharge	ton	23	0	0					
Foreign—Span. (dy. 40s. per ton.) .. bd.	ton	18	10	0					

TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, from Jan. 5 to 11.

	Satur.	Sunday.	Mond.	Tuesd.	Weds.	Thurs.	Frida.
Morning	5 21	5 59	6 35	7 12	7 43	8 42	10 0
Afternoon	5 40	6 17	6 36	7 24	8 18	9 20	10 38

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Highest Price.	Lowest Price.	Present Price.
500	Anglesey	100	5	10	8	8 10
1,800	Arigna Iron & Coal Co.	50	33	..	..	—
4,000	Bissoe Bridge	5	5	1½	1	1½
8,000	Blaenavon	50	40	40	40	40
5,000	Boringdon Park	20	3	½	½	½
8,000	British Tin	2½	2½	½	½	½
20,000	British Iron	50	50	10½	10½	10½
100	Copper Bottom	..	41	40	40	40
2,000	Cornubian Lead Co.	..	3½	2½	2	2
6,000	Cornwall Great United	12	9	2	2	2
5,000	Dartmoor Consols	5	5	3½	3	3½
10,000	Durham County Coal Co.	50	28	..	..	—
2,003	East Cornwall Tin, &c.	6	6	3	3	3
2,500	East Wheal Strawberry	10	6½	4½	4	4½
1,500	East Mulberry Hills	..	2½	3	3	3
4,000	English	25	12½	6	6	6
10,000	Hibernian	50	9	2½	2½	2½
1,000	Holmbush	100	4	20	19	20
2,00.	Isle of Serk (Guernsey)	..	5½	11	11	11
12,000	Kellewerris	5	2½	1	1	1
20,000	Mining Co. of Ireland	25	7	11⅞	11	11⅞
6,000	Perran Consols	5	3½	2½	2½	2½
8,000	Polberou Consols	10	10	3	3	3
6,000	Polbreen	5	3	3	2½	2½
2,000	Relistian	..	..	28	27½	28
5,000	Redmoor Consolidated	5	4½	5½	5	5
10,000	Rhymney Iron	50	25	31	31	31
5,000	South Wheal Leisure	5	2	..	..	—
8,000	St. Hilary	2½	1½	½	½	½
800	South Towan	10	10	6	6	6
4,000	Tregollan	5	2½	3½	3½	3½
6,000	Trevorgus	5	5	1½	1½	1½
4,505	Treleigh Consols	5	3½	½	½	½
4,506	Tamar Consols	5	3	4	4	4
6,000	Tin Croft	10	6½	6½	6	6
198	Trevaskus	..	60	85	85	86
3,030	Trewolvas	10	7	3½	3	3
4,000	United Hills	5	5	12	11½	11½
2,000	Wendron	8	8	3½	3½	3½
3,300	West Cork	50	50	..	..	—
5,000	Wheal Brothers	20	20	½	½	½
3,000	Wheal Osborne	..	..	2½	2½	2½
5,000	Wh. Harm. & Montague	10	10	9	8½	9
12,000	West Tresavean	5	2	½	½	½
6,000	Wicklow Copper	5	5	8	8	8
4,520	West Wheal Jewel	5	5	2	1½	1½
800	Wherry Mine	15	11	12	12	12
20,000	Western Mining Asso.	5	1	..	..	—
5,000	Wheal Sisters	..	½	½	½	½

FOREIGN MINES.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Highest Price.	Lowest Price.	Present Price.
4,000	Alten Mining Company	15	12½	11	11	11
10,000	Anglo Mexican Co.	100	100	2⅞	2⅞	2⅞
3,374	Do. Subscription	25	25	3½	3	3
2,000	Bolanos	150	150	85	85	85
	Ditto Scrip	..	25	46	46	46
10,000	Brazilian Imperial	35	20	18	17	18
10,000	Bolivar	20	20	24½	22	24½
10,000	Ditto Scrip	10	10	3	3	3
10,000	Cata Branca } Brazilian	10	7½	9	8½	9
10,000	Conceiçao.. } Co.	10	2½	2½	2	2½
10,000	Candonga Mining Co.	20	7½	6½	6½	6½
12,000	Cobre Copper Company	40	40	37½	37	37½
8,500	Colombian Co. regis.	55	55	3½	3½	3½
1,500	Ditto, New.	11	11	..	..	—
10,000	Copiapo Mining Co.	20	13½	10	10	10
20,000	General Mining Association	20	17	12½	12½	12½
5,351	Mexican Company	60	55½	5	5	5
6,000	Mocaubas and Cocaes	25	25	9	9	9
5,000	Minas Geraes	20	10	7	6	7
2,000	New Granada	10	5	..	..	—
14,582 {	Real del Monte, regis.	54½	34½	9½	9½	9½
	Do. unregistered	54½	..	9½	9½	9½
	Ditto Loan Notes	150	150	160	160	160
2,500	Rio de Ancri	..	3½	..	..	—
11,000	St. John d'el Rey	20	14	5	5	5
40,000	United Mexican	40	40	1½	1½	1½
	Red New Scrip	..	5	2½	2½	2½
	Black Scrip	..	5	4	4	4
5,000	Union Gold	..	9½	..	..	—
14,000	Zacatecas Mining Co.	5	4	4	3½	4

RAILWAYS.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Highest Price.	Lowest Price.	Present Price.
2,500	Aylesbury	20	6	..	..	—
6,300	Birmingham and Derby	100	50	41	41	41
9,500	Birming. & Gloucester	100	40	24½	24½	24½
7,500	Birm. Brist. & Th. Junc.	20	6	..	..	—
600	Bolton and Leigh	100	100	64	64	64
641	Ditto ½ Shares	25	25	..	..	—
15,000	Bristol and Exeter	100	20	11	10½	11
1,172	Cant. & Whitstble	50	50	..	..	—
350	Cheltenham	100	100	1½	1½	1½
5,000	Chester & Birkenhead	50	25	33	33	33
8,000	Chester and Crewe	50	15	16½	16½	16½
3,500	Do Extension	50	3	3	3	3
7,500	Chelten. & Gt. Western	100	20	1½	1½	1½
14,000	Chelt. Oxford and Tring	100	5	6½	6½	6½
2,000	Clarence	100	32	35	35	35
6,000	Dublin and Drogheda	100	10	6	6	6
	Dublin and Kingstown	..	60	70	70	70
8,000	Dublin and Kilkenny	100	5	2½	2½	2½
800	Durham Junction	100	90	..	..	—
7,500	Durham S. W. Junction	20	3½	..	..	—
2,040	Durham & Sunderland	50	50	38	38	38
3,000	Deptford Junction	20	1	1½	1½	1½
60,000	Eastern Counties	25	10	8½	7½	8
5,000	Edinb. Leith & Newha.	20	7	4½	4½	4½
18,000	Edinburgh & Glasgow	50	10	9½	9½	9½
2,500	Forest of Dean	50	50	40	40	40
12,500	Glasg., Paisley & Ayrsh.	50	10	9½	9	9
16,000	Glasg., Paisley, & Green.	25	6	5½	5½	5½
10,918	Grand Junction	100	100	205	205	205
10,918	Do. New	50	10	34	34	34
10,000	Great North of England	100	20	18	18	18
25,000	Great Western	100	65	79½	76	77½
2,000	Hartlepool	100	100	100	100	100
8,000	Hull and Selby	50	2	10	10	10
250	Ken. & Leigh Junction	100	100	..	..	—
40,000	Kent Railway	50	2	..	..	—
6,000	Launceston & Victoria	25	2	..	..	—
3,100	Leeds and Selby	100	100	65	65	65
2,000	Leicester and Swaning.	50	50	73½	73½	73½
5,100	Liverpool & Manchester	100	100	204	204	204
12,021	Do. ½ Shares	25	25	48½	48½	48½
7,968	New Do.	25	30	72	72	72
24,000	Lond. & Blackwall	20	9	8½	7½	8
20,000	London and Greenwich	20	20	16½	16½	16½
	Ditto New	..	20	19½	19½	19½
25,000	London and Birmingh.	100	90	170	169	170
25,000	Do. ½ Shares	25	5	29½	29½	29½
	Do. Bonds	..	90	103	103	103
7,000	London & Croydon Tr.	20	20	14	13	13½
6,000	Do. Scrip	15	15½	11½	10½	10½
20,000	London & Southampton	50	50	45½	45½	45½
16,000	London & South., New	25	20	40	39½	40
36,000	Lond. & Brighton	50	14	11½	9½	10½
12,000	London Grand Junction	50	5	4	4	4
2,000	Llanelly	100	35	47½	47½	47½
14,000	Manchester and Chester	..	25	..	..	—
15,000	Manchester and Leeds	100	50	70	69½	69½
10,000	Manchest. South Union	100	5	3	3	3
1,000	Manchester & Oldham	100	5	..	..	—
20,000	Manchester & Birming.	70	10	10½	10½	10½
13,000	Do. Extension	70	3½	4½	3½	3½
10,000	Midland Counties	100	30	35	34½	34½
3,000	Newcastle and Carlisle	100	100	97½	96½	97½
12,000	North Midland	100	35	36	36	36
12,000	Northern and Eastern	100	13	7½	7½	7½
800	North Union	100	100	74½	74½	74½
	Do. New	..	40	64½	64½	64½
7,000	Preston and Wyre	50	41	36	36	36
2,300	Preston and Wigan	..	20	35	35	35
	St. Helen's & Runcorn	100	100	..	..	—
1,300	Stanhope and Tyne	100	100	..	..	—
1,000	Stockton & Darlington	100	100	250	250	250
1,000	Do. ½ Shares	50	50	..	..	—
3,000	South Durham	50	2½	½	½	½
4,000	Sheffield & Rotherham	25	22½	..	..	—
25,000	South Eastern	50	8	3½	3½	3½
	South Midland	50	1	½	½	½
40,000	South Western (Steph.)	50	1	½	½	½
6,000	Thames Haven	50	8	4½	4½	4½
3,300	Warrington & Newton	100	100	..	..	—
1,400	Westminster & Greenw.	50	2	½	½	½
3,000	West Durham	50	4	1	1	1
6,000	York & North Midland	50	20	20	20	20

PRICES OF SHARES.

MISCELLANEOUS.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Highest Price.	Lowest Price.	Present Price.
10,000	Anglo Mexican Mint	10	10	10½	10½	10½
10,000	Anti Dry Rot	17½	17½	7½	6⅞	7½
10,000	Asphalte (Claridge)	20	2	3½	3½	3½
10,000	Australian Agricultur.	100	27½	45½	45½	45½
1,080	Auction Mart	50	50	..	..	—
8,600	Brit. Rock & Patent Salt	50	35	12	12	12
8,000	Bahia Steam	10	6	4½	4½	4½
	British Alkali	..	25	30	30	30
6,000	Brit. Americ. Land Co.	..	28	11	10	11
20,000	Brit. Agricu. Loan Co.	100	5	..	..	—
10,000	Canada Company	100	30	29½	29½	29½
200,000	Canada (Upper) Bonds	..	..	90	95	95
5,000	Eastern Coast of Central America [Deb.	20	14	8	8	8
75	Covent Garden Th. Rnt	500	..	..	..	—
300	Drury Lane do.	500	..	..	..	—
5,000	Droitwich Patent Salt	25	..	..	..	—
2,122	Do. Proprietors	100	..	..	..	—
10,000	Edinbur. & Leith Glass	..	16	..	..	—
2,500	Essex Marine Salt	20	8	..	..	—
1,000	Equitable Discount So.	100	25	..	..	—
20,000	General Steam Navig.	15	14	23½	23½	23½
2,100	Hungerford Market	100	..	..	..	—
10,000	Irish Waste Land Co.	50	1	½	½	½
8,000	Lond. Rever. Inter. So.	50	10	6	6	6
1,800	London Corn Exchan.	..	..	25	25	25
8,000	Lond. Caoutchouc Co.	12½	12½	12½	12	12½
50,000	Lond. Equit. Loan Co.	10	2	..	..	—
10,000	Mexican South Amer.	10	5	6	6	6
	New Corn Ex.	..	37½	21½	21½	21½
	New Brunswick (Land)	..	50	10	10	10
20,000	Mexican, New	10	3	..	..	—
10,000	Rio Doce	25	4	2⅞	2½	2⅞
2,754	Rever. Interest Society	100	100	134	134	134
2,633	Ditto New	100	70	110	110	110
220	S. Devon Shipping Co.	50	50	..	..	—
2,000	Shotts Iron Foundry	..	38	..	..	—
10,000	South Australian	25	10	9⅞	9⅞	9⅞
10,000	Safety Carriage Co.	5	3	3½	3	3½
4,000	Thames Tunnel	50	50	8	8	8
10,000	Van Dieman's Land	100	17	12	12	12

CANALS.

No. of Shares.	Name of Company.	Amount of Share.	Amount Paid.	Price.	Dividend per Ann.	Next Dividend Payable.
1,760	Ashton and Oldham	98	98	132	7	Mar.
1,482	Ashby-de-la-Zouch	113	113	73	4	Oct.
720	Barnsley	160	160	280	13	Jan.
1,260	Basingstoke	100	100	..	..	—
1,005	Brecknock & Abergav.	150	150	5	5	Jan.
6,000	Birming. 1-16th Share	79½	79½	218	9½	June
4,000	Do. & Liverpool Junct.	125	100	26	..	—
477	Bolton and Bury	250	250	..	6	Jan.
712	Bridgwater & Taunton	100	100	..	3	Aug.
400	Chelmer & Blackwater	100	100	101	4	Jan.
16,000	Carlisle	..	21½	..	..	—
500	Coventry	100	100	735	48	Nov.
1,500	Chesterfield	..	..	..	..	—
460	Cromford	100	100	380	17	Jan.
4,546	Croydon	31½	31½	..	..	—
11,810	Do. Bonds	..	..	..	5	Oct.
20,000	Danube and Mayne	41½	41½	30	4	—
2,060½	Dudley	100	100	84	4	Sept.
600	Derby	100	100	175	11	Jan.
3,575½	Ellesmere & Chester	133	133	80½	3	Sept.
231	Erewash	100	100	775	46	Oct.
1,297	Forth and Clyde	400	400	580	28	Jan.
11,600	Grand Junction	100	100	200	10	June
2,849½	Grand Union	100	100	24	1	Oct.
1,500	Grand Surrey	100	100	..	..	Sept.
120,000	Do. (optional) Loan	100	100	63	4	Dec.
3,096	Grand Western	100	100	12	..	—
600	Glamorganshire	172½	172½	..	13½	Sept.
1,960	Gloucester & Berkley	100	100	..	..	—
263	Do. (optional) Notes	60	60	..	..	—
749	Grantham	150	150	203	10	May
6,233	Huddersfield	57½	57½	37	2	Sept.
100	Kensington	100	100	10	..	—
25,328	Kennet and Avon	40	40	27	1½	Sept.
11,699½	Lancaster	47½	47½	24½	1½	Mar.
2,897½	Leeds and Liverpool	100	100	740	24	Nov.
182	Leeds & Liverpl. New	80	..	..	16	May
545	Leicester	140	140	222½	13	Jan.
1,897	Leicester & Northam.	83½	83½	90	6	Dec.
550	Lisk. and Looe Un.	25	25	..	..	—
70	Loughborough	142½	142½	2000	162	Jan.
	Manches., Bol. & Bury	..	48	..	..	—
2,409	Monmouthshire	100	100	200	10	Dec.
700	Montgomeryshire	100	100	99	4½	Aug.
250	Melton Mowbray	100	100	200	10	July
500	Mersey and Irwell	100	100	560	25	Oct.
5,000	Macclesfield	100	100	52	1½	—
247	Neath	100	100	325	17	July
100	Nene Navig. Bds.	100	100	..	..	—
1,786	Oxford	100	100	600	30	Sept.
521	Oakham	130	130	54	2	Dec.
2,400	Peak Forest	78	78	102	5	Dec.
2,520	Portsmouth & Arundel	50	50	..	..	—
21,418	Regent's (or London)	33½	33½	16	12s	July
5,669	Rochdale	85	85	109	6	May
500	Shropshire	125	125	140	8	Dec.
800	Somerset Coal	150	150	151½	9½	Dec.
36,000	Do. Lock Fund Stock	12½	12½	11½	4½	Dec.
700	Stafford. & Worcester	140	140	..	40	Jan.
500	Shrewsbury	125	125	280	9	Nov.
300	Stourbridge	145	145	330	9	Jan.
3,647	Stratford-on-Avon	79½	79½	40	2	Aug.
200	Stroudwater	150	150	..	24	Nov.
333	Swansea	100	100	250	15	Nov.
3,762	Severn & Wye & Railw.	35	35	39	2	Sept.
1,300	Thames & Severn blk.	100	100	27	1½	June
1,150	Do. Do. red.	100	100	—	1½	June
2,600½	Trent & Mersey ¼ Sh.	50	50	600	32½	June
350	Tavistock (mineral)	100	100	..	2	Mar.
8,149	Thames and Medway	19½	19½	2	..	
3,344	Do. New	..	..	..	..	
1,000	1,000½ Warwick & Bir.	100	100	28.	16	May
980	Warwick and Napton	100	100	200	15	Nov.
6,000	Worcester & Birming.	78	78	71	4	Feb.
5,000	Wilts and Berks	67½	67½	23	1½	May
800	Wyrley and Essington	125	125	75	3	Jan.
126	Wisbeach	105	105	45	..	—
965	Wey and Arun	110	110	22½	1	May.

ASSURANCE COMPANIES.

No. of Shares.	Name of Company.	Amount of Share.	Amount Paid.	Price.	Dividend per Ann.	Next Dividend Payable.
2,000	Albion	500	50	74	3½	Dec.
50,000	Alliance Brit. & Forei.	100	10½	15	5	Oct.
50,000	Do. Marine	100	5	6½	6	Jan.
24,000	Atlas	50	5	14½	½	July
1,308½	Birminghm Fire	250	35	107½	5	May
20,000	British Fire	250	50	40	4	Sep.
12,000	British Comercial	50	5	6	6	Dec.
5,000	Cler. Med. & Gen. Life	100	2½	4	5	Aug.
4,000	County	100	10	42	2½	Dec.
20,000	Eagle	50	5	5⅞	½	Oct.
200	Economic Life	1000	250	375	5	Jan.
5,000	Edinburgh Life	100	10	—	6	Jan.
2,271	European Life	20	20	22	1½	Jan.
50,000	Ditto New	20	2	1½	2s	Jan.
1,000,000	Globe .... Stock	100	100	146½	7	Dec.
20,000	Guardian	100	27½	36½	5	July
7,500	Hercules	..	10	5½	..	—
40,000	Hope	50	5	6	6s 6d	Sep.
2,400	Imperial Fire	500	50	140	5½	Dec.
7,500	Imperial Life	100	10	10½	9s	July
13,453	Indemnity Marine	100	5⅞	23½	5	Sept.
100,000	Insurance Co. of Scot.	—	10	..	..	—
2,020	Kent Fire	50	50	..	3½	Feb.
	Do. Life	..	..	79	5	—
10,000	Law Life	100	10	29	16s	April
	Liverp. Marine Assur.	..	25	..	..	—
3,900	London, Fire	25	12½	16	½	Sep.
31,000	London, Ship	25	12½	10⅞	½	Sep.
50,000	North British	..	10	..	..	—
31,000	National Life	100	5	10	8	July
20,000	Palladium Life	50	2	2½	5	Jan.
40,000	Protector Life	..	1	½	4	—
2,500	Provident Life	100	10	20	1	June
100,000	Rock Life	20	2	6⅞	3s	Oct.
689,220	Royal Exchan. Stock	..	..	229½	5	Dec.
250,000	Scottish Union	..	1	..	..	—
20,000	Standard of England	50	5	..	5	May
	Sun	..	..	210	..	Dec.
5,000	Universal Life	100	5	7½	5	July
1,500	Union	..	20	108	..	—
6,000	University Life	100	5	..	5	July
40,000	United Kingdom Life	20	2	..	4	—
30	Westminster Life	1000	1000	..	..	—
10,000	West of Scotland	..	10	..	..	—

PRICES OF SHARES.

JOINT STOCK BANKS

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
25,000	Agric. & Com. of Irel.	25	10	..	..	—
5,000	Australasia	40	40	70	8	Jan.
1,300,000	Bank of Scotland	..	83½	204	..	—
10,000	Bank of Birminghm.	50	10	..	10	Mar.
10,000	Birmingham Bank	50	10	16⅞	10	Mar.
500,000	British Linen Co.	100	100	..	..	—
20,000	British North Amer.	50	25	27½	19	—
1,000,000	Commercial	100	100	183	..	—
20,000	Colonial	100	25	22	..	—
3,000	Equitable Loan Co.	..	9	10	..	—
10,000	Foreign Banking Co.	..	3	9	..	—
2,000,000	Glasgow Union	50	50	65	..	—
10,000	Gloucestershire	50	10	..	10	Feb.
6,000	Hampshire	50	5	..	10	Aug.
10,000	Hibernian	100	25	..	4	—
3,000	Devon & Cor. Bg. Co.	..	20	36	..	—
30,000	London & Westmins.	100	20	24	5	Mar.
3,000	Lancaster	100	20	..	4	Aug.
25,000	Liverpool	100	12	23	6	July
60,000	Lond. Joint Stock Co.	50	10	13½	5	June
50,000	Manch. & Liver. Dis.	100	15	19	7½	Mar.
20,000	Manchester	100	25	27	7	Oct.
25,000	Monm. & Glamorg.	20	10	15	10	Aug.
20,000	North & South Wales	10	10	9½	6	—
5,000,000	National Scotland	..	10	12	..	—
20,000	Natl. Bank of Ireland	50	17½	17½	5	—
10,000	Nat. Provincl. Engl.	100	35	34⅞	5	Jan.
80,0000	Nor. & Cnt. B. of Eng.	10	10	..	5	Dec.
10,000	North Wilts	25	5	9	7	—
20,000	Prov. Bk. of Ireland	100	25	45	8	July
4,000	Ditto New	10	10	17½	8	—
2,000,000	Royal of Scotland	..	100	..	..	—
7,000	South African	..	..	5	..	—
20,000	S. of Ireland, Cork	25	5	5	..	—
4,000,000	Western of Scotland	..	30	..	..	—
20,000	W. of Eng. & S. W. Dis	20	12½	12½	..	—
20,000	Wilts and Dorset	15	7½	7½	5	—

GAS LIGHT AND COKE COMPANIES

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
10,000	Alliance	10	5	..	..	—
2,500	Bath	20	16	..	1½	Sept.
600	Bradford	25	25	..	10	—
5,000	British	40	16	20½	1½	Nov.
5,000	Do. Provincial	20	19	24½	..	—
928	Birmingham	50	50	95	5½	Sept.
2,400	Birm. & Staffordshire	50	50	70	4	—
600	Brentford	50	50	30	4	April
4,230	Bristol	20	20	36	2	Feb.
1,500	Brighton	20	20	11½	3½	—
750	Do. New	20	18	9	3½	—
2,471	Brighton, General	20	20	10½	4½	Nov.
363	Carlisle	25	..	..	..	—
4,000	Continental Consolidat.	75	62½	87½	4	Nov.
240	Canterbury	50	50	55	6	Jan.
700	Chelmsford	50	50	42	4	Dec.
300	Cheltenham	50	50	75	8	Oct.
1,000	City of London	100	100	195	10	Sept.
1,000	Do. New	100	60	114	6	Dec.
800	Coventry	25	25	25	..	—
200	Derby	50	50	..	..	—
180	Dover	50	50	..	..	—
600	Dudley	20	20	18½	5	—
4,500	Edinburgh Coal Gas	25	25	..	..	—
	Edinburgh and Alloa	..	14	..	..	—
240	Exeter	50	50	..	..	—
4,000	Equitable	50	50	25	4½	April
10,000	European	20	13	..	..	Aug.
4,450	Glasgow	25	..	..	..	—
20,000	Greenwich Railw. Gas	..	1	..	..	—
10,000	Imperial	50	50	40	2½	—
85,000	Do. Bonds	100	100	..	4	—
1,200	Ipswich	..	10	..	..	—
800	Isle of Thanet	25	20	20	5	Aug.
2,350	Independent	30	30	48	6	Oct.
240	Leicester	50	50	..	..	—
750	Leith Coal Gas	20	20	..	..	—
500	Liverpool	242½	242½	310	22	—
	Do. N. Gas and Coke	100	100	..	..	—
	Do. (New Do.)	..	60	..	..	—
200	Maidstone	50	50	100	9	Feb.
9,000	Phœnix	50	39	22½	3	June
579	Portsea	..	53	..	..	—
304	Poplar	50	50	..	..	—
1,000	Ratcliff	100	80	58	4	Sept.
480	Rochdale	..	15	..	..	—
4,000	South Metropolitan	50	19	..	2½	Aug.
1,600	Sheffield	..	16½	..	..	—
1,000	Shrewsbury	..	10	..	..	—
120	Swansea	50	50	..	..	—
8,200	United General	50	46	30	5	Jan.
240	Warwick	50	50	50	5	Jan.
400	Wakefield	25	25	22½	1½	Jan.
750	Warrington	20	20	22½	1	Oct.
12,000	Westminster Chartered	50	50	52⅞	6	Dec.
6,000	Ditto New	50	10	10	12s	Dec.
200	Worthing	50	50	..	5	Aug.
800	Yarmouth					

DOCKS.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
600,1065	Commercial	100	100	56	3	July
	East and West India Stock	100	100	111½	6	Jan.
1,038	East Country	100	100	7½	..	—
33,105	London ...... Stock	..	..	62	2½	Dec.
	Ditto Bonds	..	..	101	..	—
1,380,000	West India .... Stock	..	..	106⅞	4	Dec.
2,209	Bristol	147½	147½	80	2l 19s	Dec.
68,324	Ditto Notes	..	..	113	5	Nov.
570	Folkestone Harbour	50	50	..	..	—
15,000	Ditto Bonds	..	..	..	5	—
11,000	Grand Collier Docks	50	1	1½	..	—
1,352,752	St. Katharine.. Stock	100	100	107½	5	Jan.
500,000	Ditto Bonds	..	..	101½	4½	Oct.
200,000	Do. Bonds for 10 years	..	..	101⅞	4	Oct.
2,500	Deptford Pier	20	3	11	..	—
	Southampton	50	5	2⅞	..	—

BRIDGES.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
1,600	Hammersmith	50	50	21	10s	Jan
7,231	Southwark w. new sub.	63½	63½	2	..	Dec.
1,700	Do. New of 7½ per cent.	50	56	14	1⅞	Dec.
5,848	Vauxhall	70½	70½	23	17s	Dec.
5,000	Waterloo	100	100	3½	½	Jan.
5,000	Do. old Annuities of 8l.	60	60	22½	16s 8d	Feb.
5,000	Do. new do. of 7l.	40	40	20½	16s 4d	Feb.
50,000	Ditto Bonds	..	..	120	5	Feb.

WATER WORKS.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
4,800	Birmingham	25	25	20	9s	—
121	Colchester	100	100	..	..	—
4,433	East London	100	100	170	6	Jan.
4,000	Glasgow	50	50	..	..	—
5,500	Grand Junction	46½	46½	69	2½	Jan.
5,400	Edinburgh Joint Stock	25	25	..	..	—
2,000	Kent	100	100	45	2	Jan.
372	Liverpool Bootle	220	220	326	10	Jan.
1,500	New River Lond. Bridge Water Annuities	..	..	62	2½	Oct.
6,486	Manchester & Salford	100	30	34	2	Mar.
800	Portsea Island	50	50	..	..	—
450	Portsmouth & Farlington	50	50	21	1	—
8,000	Ramsgate	10	8	10	..	—
1,000	Vauxhall, late So. Lond.	100	100	101	4½	Oct.
8,300	West Middlesex	63½	63⅞	105	4½	Dec.
1,360	York Building Co. L. P.	100	100	35	1l 14s	Oct.

ROADS.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
333	Archw. and Kent Tn.	30	30	..	1	..
300	Barking	100	100	22½	1½	J. & J.
1,000	Commercial	100	100	75	3	J. & J.
2,000	Do. East India Dock Br.	100	100	3	3	J. & J.
492	Great Dover Str.	..	70	..	1½	J. & J.
2,393	Highgate Archway	..	30	2	..	—
11,060½	New North Rd. Stock	100	100	..	..	—

LITERARY INSTITUTIONS.

No. of Shares.	Name of Company.	Amount of Share.	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
400	Adelaide Gal. of Science	30	..	..	..	—
1,000	London, w. Bronze Tick.	75	75	20	..	—
1,500	London University	100	100	15	..	—
700	Russell	25	25	5	..	—
	King's College	100	100	21	..	—

London: Printed and Published by Henry English, the Proprietor, at his Office, No. 12, Gough-square, Fleet-street, in the city of London; where all Communications and Advertisements are requested to be forwarded postpaid.—Saturday, Jan. 5, 1839.